May, 1941

The Signalman's Journal

Signaling on the Delaware & Hudson Railroad in the vicinity of Ft. Ann, New York.

Official Publication Brotherhood of Railroad Signalmen of America

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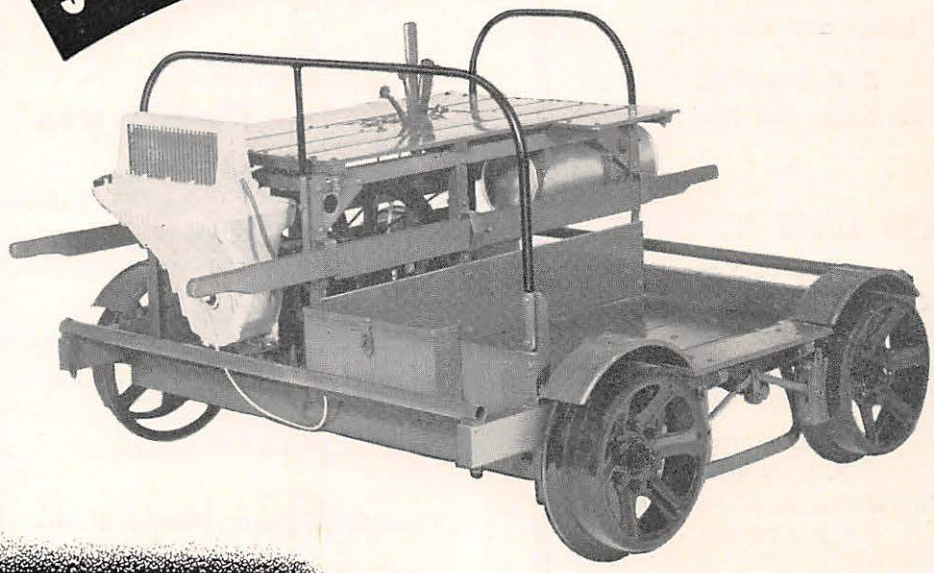

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THE SIGNALMAN'S JOURNAL

Official Publication of The Brotherhood of Railroad Signalmen of America

VOLUME XXII | **MAY, 1941** | NUMBER 5

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The Signalman's Journal, published monthly at 404 N. Wesley Ave., Mount Morris, Ill., by the Brotherhood of Railroad Signalmen of America. Entered as second class matter Oct. 13, 1939, at the post office at Mount Morris, Ill., under the Act of Aug. 24, 1912. Subscription price, $1.50 per year.

Postmasters—Notice. Change of address forms should be sent to the editorial office, 4849 No. Western Ave., Chicago, Ill.

Address all communications to the editorial office. Contributions should be received by the 20th of month preceding date of publication.

SPECIFIC GRAVITY LIMITS

in Edison Storage Cells

The specific gravity of electrolyte in Edison Storage Cells does not change materially from charge to discharge or vice versa. The purpose of gravity readings therefore is not to determine the state of charge but only to check the condition of the electrolyte. Operating cells with low gravity solution not only results in unsatisfactory performance but may damage the electrodes if continued for long periods.

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Temperature of Electrolyte	Maximum Recommended Gravity	Minimum Recommended Gravity
110°F.	1.217	1.147
100°F.	1.220	1.150
90°F.	1.222	1.152
80°F.	1.225	1.155
70°F.	1.227	1.157
60°F.	1.230	1.160
50°F.	1.232	1.162
40°F.	1.235	1.165
30°F.	1.237	1.167
20°F.	1.240	1.170
10°F.	1.242	1.172

If the specific gravity rises above the maximum permissible value at the temperature specified, sufficient electrolyte should be removed and replaced with pure water to lower the gravity to a value within the prescribed limits. In case the solution in an Edison Storage Cell is weakened by age to a point where the specific gravity is lower than the established minimum, it should be renewed as soon as possible. Instructions for doing this are given in Booklet P.B. 1040-A. Renewal of solution, however, is rarely necessary but once or twice during the long life of these cells.

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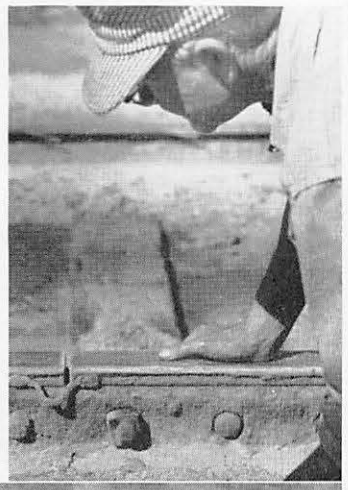

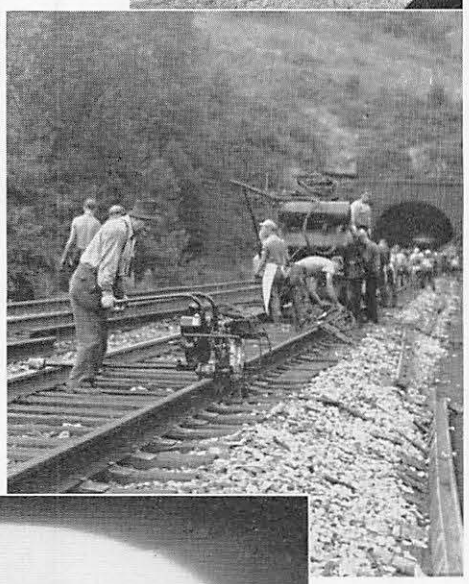

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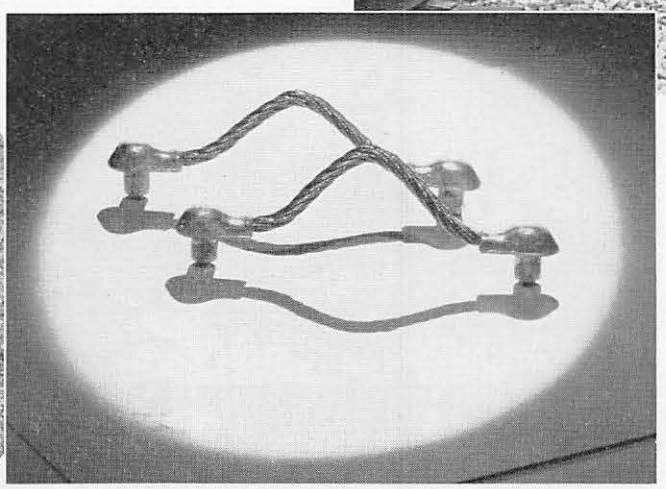

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Remote Control Interlocking

Installed by Erie at New Jersey and New York Jct.

By FRANK YOUNGWERTH
Recording Secretary, Lodge 45

THE Erie Railroad recently completed the installation of a remote control interlocking plant at New Jersey and New York Jct., a junction point of the New Jersey & New York Railroad and the Erie, a distance of 7 miles west of the Erie Jersey City Terminal. The controlling machine is located at HX interlocking approximately 2 miles east of HB interlocking. The main line of the Erie at this point has 4 tracks. The N. J. & N. Y. lines consist of an east and west-bound track, work at present being under way to retire the west-bound track and use the one track for either direction of traffic.

Replaced Mechanical Plant

The interlocking at HB was formerly of the mechanical type, with crossovers across the 4 tracks of the main line, but due to decrease in traffic on the N. J. & N. Y. the crossovers were retired and a single power operated switch was installed branching off main line track 3. A spring switch set for westward moves, off the east-bound N. J. & N. Y. track, and an emergency crossover from main line track 3 to track 4, electrically locked from HX, were also installed.

As east-bound N. J. & N. Y. trains now run into track 3, which is the west-bound track for freight and express trains of the main line, and under present arrangements have to continue down the west track till they come to HX, reverse traffic signaling had to be installed on west-bound track 3 between HX and HB.

The power switch is a Union Style M-2 low voltage machine. All signals are of the Union Style H d-c. searchlight type, continuously lighted. Circuits between the two plants are carried in an Okonite 16 conductor No. 14 aerial cable, which is rubber covered with braid over-all. The cable is installed in 3 sections of 3,500-ft. lengths and terminates in junction boxes mounted on the poles. The plant handles 21 passenger and 15 freight trains daily.

Energy for the M-2 switch machine is supplied by 12 Gould HRX-13 storage cells, so connected that a tap is taken off the fourth cell to supply 8 volts for local signal circuits. The first 4 cells are charged with a Union RT-42 rectifier, and the other 8 cells with a Union RT-21 rectifier. Energy for all the track circuits is supplied by Edison B6H storage cells charged with Union RT-10 rectifiers.

Energy for the continuously lighted home signals and approach lighted automatic signals is supplied by a Union W-10 transformer through the front contacts of a POR (power off relay) Union DN-22. With the a-c. power off, battery and common is fed through the back contacts of the POR.

Commercial a-c. power at 440 volts 60-cycle is fed west from HX tower over line through an insulating transformer located at HX to the various locations, where line transformers step the voltage down to 110 volts.

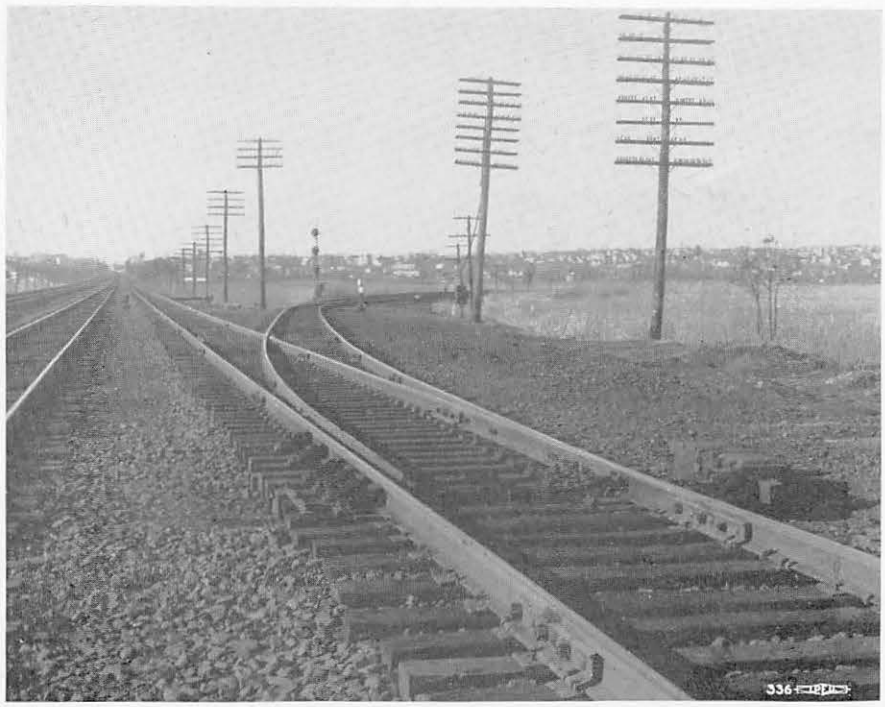
Additional levers were added to General Railway Signal Co. Model 2 interlocking machine at "HX" for the remote control switches and signals. These levers have mechanical locking, but have no indication magnets or electric lever locks.

Direct Wire Circuits

The control circuits are direct wire type using separate control and indication common wires, with split battery at each end to permit either two control or two indication circuits over a single wire.

Fig. 2 shows a typical HR (home relay control) circuit. The HR circuit is a direct wire control circuit with the HDG (home and dis-

HX Tower from where junction is controlled.



Remote controlled power switch at the junction.

tant mechanism) circuit making a selection through this relay and also through the various track and lock relays.

Fig. 2 also shows the switch control circuit, which is a polarized circuit controlling a 11WNRR (11 switch, normal and reverse relay). A Union DP-14 relay, equipped with heavy duty contacts, the relay supplying energy through its front and polar contacts direct to the switch machine.

A lever repeating relay is used to prevent storage of switch control circuit when lock relay is de-energized. In Fig. 2 the switch control circuit is in the normal position. If it is desired to reverse the switch, lever No. 11 is put in the reverse position. (There is a full reverse and full normal position only on switch lever.) NB or negative battery is fed through an R band of the 11 circuit controller to the coils of the slow acting LPR (lever repeater relay). This relay is slow acting to keep the relay from dropping away during the interval switch lever is moving from normal to reverse position, at which time current is momentarily cut off relay through an R band on 11.

The circuit is traced further through the normal polar points of 11WKR (11 switch indicator relay) over the 11WNR wire to HB; then through the 11LR in the energized position, through the 11WOR (switch overload relay) to the coils of the 11WNRR (11 switch N and R control relay). Another selection is through the 11 lock relay through the 11TPSR (track repeater stick relay) to CC. This puts energy through the 11WNRR in a reverse direction, picking it up with the reverse polars made-up; current is fed to the armature in a reverse direction, thus reversing the switch. The 11WKR at HX is also reversed providing the switch has functioned and locked up properly. This gives a reverse indication on a light indicator mounted directly over 11 switch lever. If the switch fails to lock up and while it is in transit, a red light indicator mounted over the lever is illuminated. This light receives energy through the back point of the 11WKR.

If the switch is moved in any direction and an obstruction is in the points, the overload relay heats up and opens, which opens the control circuit, de-energizes the 11WNR relay and opens the switch control circuit. This also drops the 11LPR at HX which keeps the control circuit open after the overload relay cools and again picks up. Now the switch lever has to be returned to its former position in order to pick up the 11LPR and the operation repeated.

The 11LR (switch 11 lock relay) at HB is energized when all LSR (lock stick relays), HPR (home repeater relays), TPSR (track repeater stick relays) are in their normal positions. If a signal is cleared or LSR open, the 11 lock relay is de-energized and opens the switch control circuit, and also drops the LPR at HX.

The circuit is so wired that as soon as the 11LR drops, current is applied to the coils of the 11WNRR in the same direction it was last picked up in. This is accomplished by feeding battery through the polar points of the 11WNRR, through the back points of the 11LR to the coils of the 11WNR relay. The direction of current depends on the last position of the polar points of the 11WNRR. By keeping the 11WNRR energized at all times, current is always available for the switch restoring circuit.

Approach Locking Circuit

Fig. 1 shows a typical approach locking circuit. Energy is fed through the front contacts of the respective NGPR (normal signal repeater relay) which repeats normal position of home and distant signal; then through the front contact of AR (approach relay), through the normally closed points of the TER (time element relay), to the coils of the respective LSR (lock stick relay) and common direct. The lock stick relay is energized over a back contact of the track repeater relay to avoid the operation of the time element after a train has accepted the signal and passed onto the detector circuit.

The time element feature in this circuit does not function under ordinary moves. But if a route has been set up and operator wishes to change the route after train is on approach, energy is taken through the front point of the NGPR. There is no path then through the AR or TPR, and the circuit selects through the back points of the de-energized LSR, and back points of the normally de-energized TESR (time element stick relay), to the heating element of the TER. After heating a pre-determined time, depending on the length of the approach circuit, the normally open

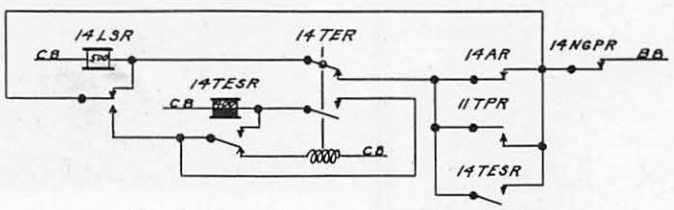


Fig. 1. Typical approach locking circuit.

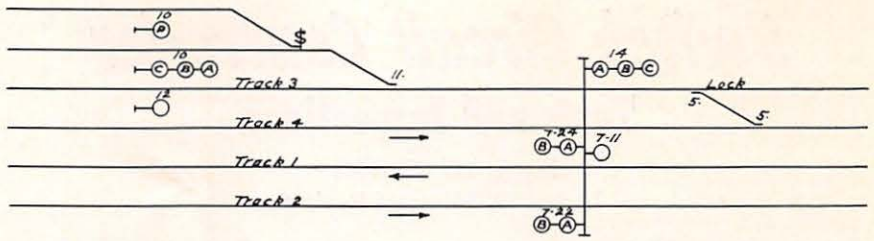
contact on the TER closes. This energizes the coils of the TESR, allowing it to pick and hold up through its own front contact. With the TESR energized, current is cut off the heating element, allowing it to cool and return to its normal position. The 14LS1B circuit is completed, which permits the LSR to pick up and hold through its own front contact. This cuts energy off the TESR and it returns to its normally open position. This action takes place in about 2½ minutes; with the LSR picked up the switch lock circuit releases and the operator can change the route.

By getting an automatic quick release on the LSR through the back points of the TPR it is not necessary for the operator to restore his signal lever to the normal position immediately behind trains in order to pick up the TPSR (track repeater stick relay). The operator can restore the lever at his convenience, even though the approach is occupied by the following move, and pick up the TPSR as this relay receives energy through front contact of the TR (track relay) and then selects through back points of HPR (home repeater relay) to the TPSR.

Series Traffic Circuit

The traffic circuit is of the series type, utilizing 4-ohm Union DP-14 relays connected in series, with signal circuits selecting through the polar points only of the FR (traffic relays). It is a "double wire," "double break" circuit with energy feeding east from HB on normal traffic or westward moves and the opposite direction on reverse traffic for eastward moves.

Normally energy is fed from HB over the 9F wire through the front contacts of the 10 and 12ESR (east stick relay, which will be explained later) through the coils of the traffic relays and selections through the front contacts of the track relays. Further selections are through the front points of a WSR (west stick relay) at HX to an N (normal band) on lever 9 circuit controller; then to the N9F side of the circuit. Selecting through the WSR and tracks back to HB completes the circuit. For eastward moves, the selections are the same, but then energy is fed in the opposite direction and opposite polarity, which reverses the F relays. On westward moves the circuit is completed through an N band on lever 9 and on eastward moves with traffic lever 9 reverse this N band is open, in which case the circuit is completed through the back points of the ESR at HB.



Track and signal layout of remote control installation.

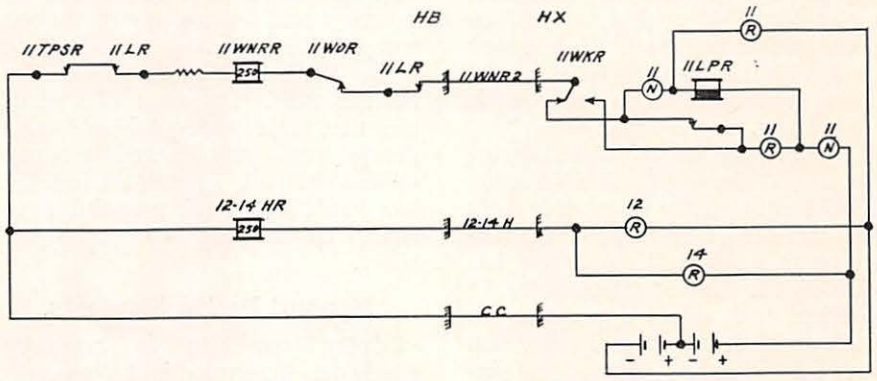


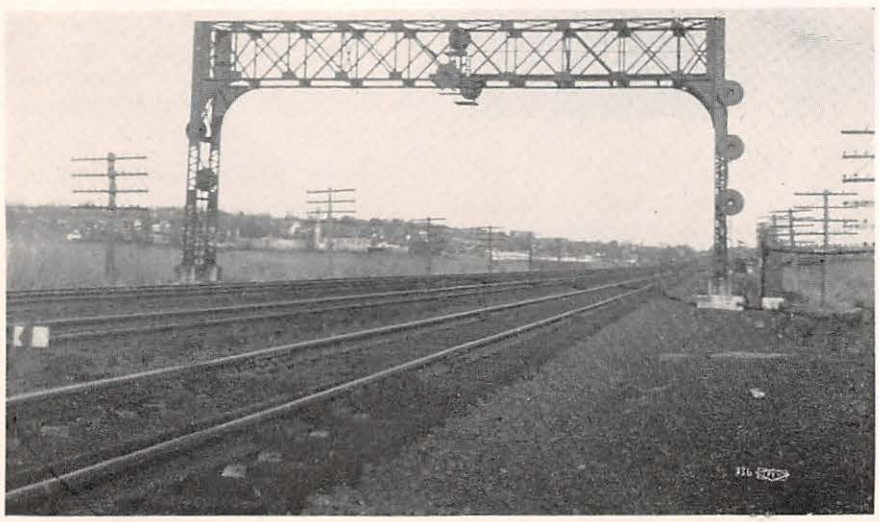
Fig. 2. Control circuits, switch 11 and signals 12 and 14.

The ESR and WSR referred to above are route stick relays receiving energy when the home signals governing moves over traffic territory are in their normal positions. If an eastbound signal at HB or a westbound signal at HX are cleared, the ESR or WSR, respectively, is deenergized opening the 9F circuit and preventing operation of traffic lever 9.

The indication circuit for traffic lever 9 is a tap off the 9F and N9F wire. It selects through a B (normal indicating position) band for normal indication and a D (reverse indicating position) band for reverse indication, to a 9LR (lock relay) which gives battery direct to lock.

It can be seen that with the 9F circuit closed, i. e., all track relays ES and WS relays energized, the traffic lever can be moved either normal or reverse, but once a signal has been cleared or track occupied, opening the 9F circuit, lever 9 can be moved only to an indicating position where it is locked.

The approach bell circuit is wired to give a single stroke of the annunciator bell on the approach of a train. The bell and AXR (approach bell relay) receive BB (battery) direct. NB (negative battery) is taken through the back contacts of the AR (approach relay) to the coils of the AXR, with a tap off this wire to the back point of the AXR, the heel going to the



Westward home signal at N. J. & N. Y. Jct.

(Continued on page 187)

Switch Circuit Controller

Tests and Inspections

By J. H. CRAIG
Lodge 72, Missouri Pacific

AN INSPECTOR of the Bureau of Safety of the Interstate Commerce Commission may call on your road at any time. He may ask to test and inspect any part of the signal equipment on any railroad in his district.

For the purpose of administering the Signal Inspection Act (Section 25 of the Interstate Commerce Act) the Bureau of Safety of the Interstate Commerce Commission has divided the United States into 15 districts. A signal inspector has been appointed by the Commission for each district. The signal inspector will make such tests as are required by the Commission on the various railroads in his district when it is necessary.

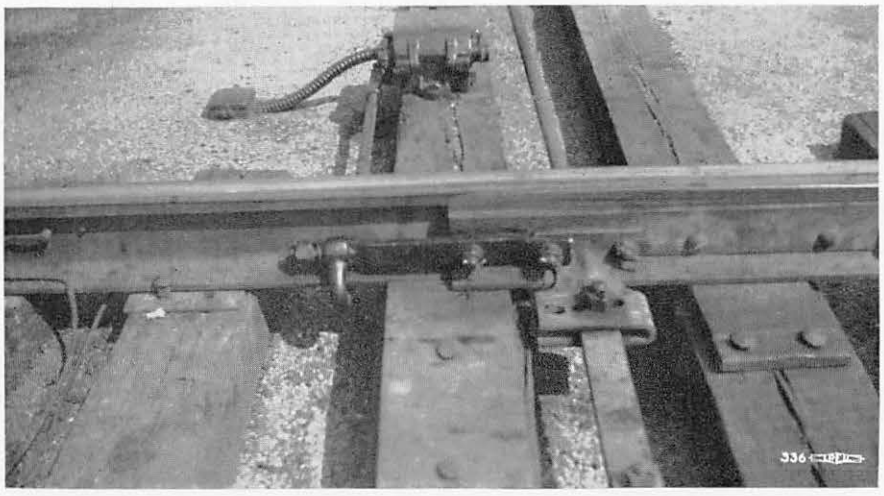
Provisions of I. C. C. Rules

The number of rules laid down by the Commission, in its order effective September 1, 1939, and the number of tests that are to be made would require too much space to discuss here. In addition to the instructions issued the order states that "Nothing herein contained shall be construed as prohibiting any carrier from enforcing additional rules, standards, and instructions . . . tending to a greater degree of precaution against accidents." The order further provides that the railways are responsible for maintaining signal apparatus in accordance with the rules, standards and instructions.

A Bureau of Safety inspector is always a welcome visitor to the Missouri Pacific Railroad. He has a vast knowledge about testing and inspecting, and looking for conditions that can be improved, all of which is for the benefit of those who use the railroads. The man who occupies that responsible position in this district previously carried seniority on this railroad. Among the tests he has made are those pertaining to switch circuit controllers and shunt wires.

Missouri Pacific Standards

Every condition is carefully checked to determine if it does comply with the government regulations. However, the Missouri Pacific Railroad has always maintained very rigid tests, inspections, and maintenance of all their signal equipment. Therefore, very few, and only minor, changes were necessary in their regular routine to comply with the requirements of the Commission. In many cases the requirements of the Missouri Pacific are far more rigid than are the requirements of the Commission.

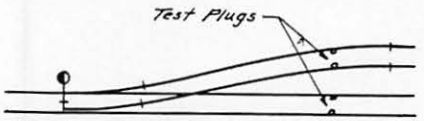


Switch box and connection to rail.

Rule 58 of the Commission's order states, "Shunt wires, preferably in duplicate, shall provide adequate conductivity to insure effective shunting and shall be kept in place and in good condition."

The standard of the Missouri Pacific requires two shunt wires. The shunt wires each consist of seven number ten copper covered wires made into a cable. The jumpers are connected to the turn-out rail at the first tie space available back of the insulated joint. The jumpers are secured to the tie by copper covered staples. Sufficient ballast is removed, when necessary, so that the jumpers may be visible at all times.

The jumpers are tested to be sure a good contact is maintained with the turn-out rail and the distant rail of the main track. Test plugs, which consist of short pieces of copper wire, are bonded into the rails



Location of test plugs in a track circuit.

at the end of the fouling section. The shunt wire, used for test purposes, can readily be attached to these plugs when the tests are made. Opposite these test plugs, two more test plugs are located on the main track to which the voltmeter can be connected for testing purposes. In order to facilitate the testing, one plug has been marked to indicate the positive rail, or the plug to which to attach the positive lead of the voltmeter.

It is a simple operation to connect the voltmeter to the test plugs on the main track, then step across to the end of the fouling section and connect the test shunt wire to the test plugs. The voltmeter will then indicate the shunting condition of the track circuit. The bond wires are carefully inspected to see that they are in their proper place and that they are properly connected. The two shunt wires and the shunting condition of the track must be maintained in such a manner that there will be no criticism when the quarterly tests and inspections are made for the Commission.

The results of the quarterly tests are properly recorded on the prescribed form. The forms are then filed with the proper officer of the railroad company where they may be inspected by the Bureau of Safety signal inspector.

Rule Covering Controllers

Rule 60 of the Commission's order states, "Switch circuit controller connected at the point to switch located in main track or in other track equipped with track circuit and not equipped with facing point lock shall be so maintained that when point is opened 1/4 in. or more on facing switch and 3/8 in. or more on trailing switch, track or control circuits will be shunted or opened or both. Switch circuit controller shall be securely fastened and contacts shall be kept clean, with minimum

resistance, and with contact opening of not less than 1/16 in. when open."

On inspection the switch circuit controller is first judged by the outward general appearance. It goes without saying of course that all bolts that require a cotter pin must have them in place, and that they must be properly spread. The circuit controller is examined to be sure that it is securely fastened to the tie upon which it operates. The ball and socket connection at the end of the operating rod is examined to determine lost motion. The examination is made by taking hold of the operating rod with one hand and trying to move it. The lock nut is tested to be sure the jaw is rigid on the operating rod. Occasionally lost motion develops because of wear which is taken up by tightening the bolt at the end of the jaw. To prevent wear on the ball and socket, and to provide lubrication, an Alemite oiler has been installed in the top of the jaw just over the ball.

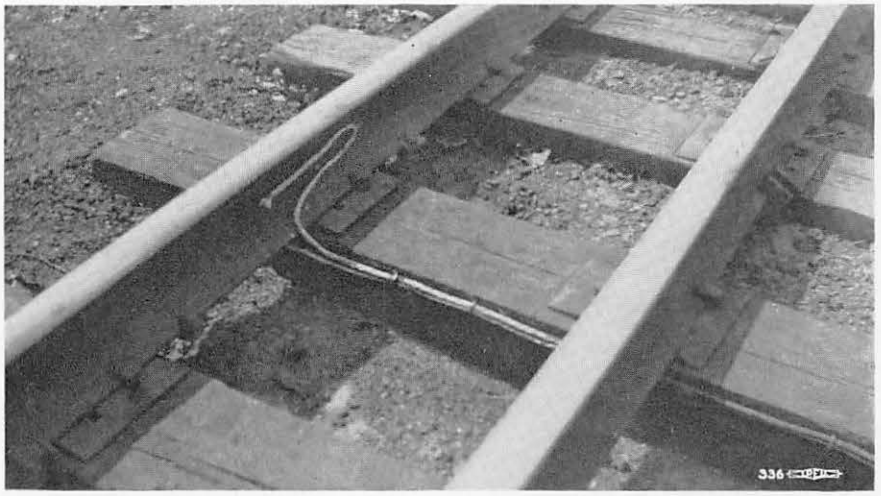
The lug attached to the switch point is examined, and that end of the operating rod is tested for lost motion. The lug must be properly secured to the switch point. If the lug and operating rod become worn so that lost motion can no longer be taken up, both of them are replaced.

Overhauled When Taken Out

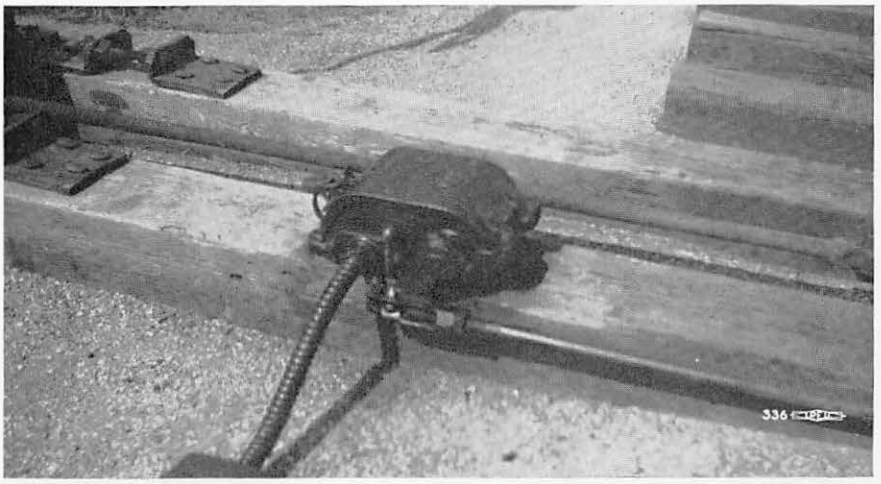
The shaft in the circuit controller is examined for lost motion in the bearings. If the bearings are worn excessively, they are removed. The new bearings may be installed in the field, but if the switch circuit controller needs much attention it is brought to the tool house. Any circuit controller that is taken out of service will be completely overhauled before it goes in service again. The rocker arms are examined to determine that they move with ease on their shaft, and they are lubricated when necessary with a few drops of light oil.

The small rollers are examined to be sure they are not flat on one side. The rollers are oiled occasionally with a few drops of light oil to be sure they will turn freely. The quadrants are examined to be sure they are tight on the main shaft, and that there is a full surface against the small rollers that operate the contacts.

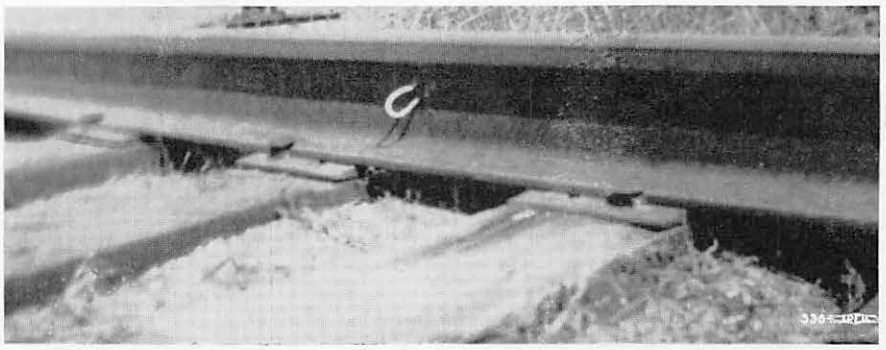
The contacts are kept bright and clean, and free from dust and corrosion, to eliminate undue resistance at the point of contact. The contacts are always maintained with 1/16-in. clearance or more when they are open.



Two shunt wires stapled to a tie. One wire is bonded into each side of the rail.



Switch circuit controller. The Alemite fitting is attached just over the ball in the end of jaw.



Copper wire used for test plug.

The binding posts are inspected to be sure they are tight. Each post must be protected with a double nut, and they must be clean and free from resistance.

The switch circuit controller is so adjusted that should any object ¼ in. or more be between the stock rail and the switch point, that particular track circuit will be de-energized, when the circuit controller is connected for shunt purpose. A voltmeter is connected across the rails while a 3/16-in. gage is placed 6 in. from the point between the switch point and the stock rail. The switch is locked in the main track position. The switch circuit controller is then adjusted so that the contact points are just open. The track circuit should be energized. A ¼-in. gage is then placed between the switch point and the stock rail to determine whether the required condition has been accomplished.

The conditions may be such that the signal circuit is to be open when the ¼-in. gage is in place. The voltmeter is connected to the proper binding posts, and the contacts of the circuit controller adjusted until they are just open, which will be indicated by the voltmeter.

The advantage of locking the

switch when making these tests is to aid in determining any lost motion in the switch. Locking the switch with an obstruction in the point really sets up a condition that might exist. It is the aim of the officials of the signal department to duplicate the hazardous conditions as train operations might find them, and then protect against these same conditions. In such a case the switch circuit controller is in a position to provide the adequate protection that is required.

In addition to these frequent inspections and maintenance, the switch circuit controllers have a thorough cleaning at least once a year, and more often if necessary. The circuit controllers are completely disassembled, and each part is washed with kerosene. The kerosene removes any dirt and grease that has accumulated in the bearings, and on the several shafts. Any worn or defective parts are replaced. All the parts are thoroughly cleaned and dried, and then lubricated before they are assembled. When necessary the inside of the circuit controller may be painted at this time. This work is usually done in the field, unless it is evident that several parts must be replaced, especially the bearings on the large shaft.

The switch circuit controller is quite an important part of the signal system. It is the duty of the circuit controller to indicate, by means of the signal system, an improperly set switch. Any lost motion in the switch, such as a loose switch stand, worn bolts in the number one rod, or a worn bolt between the number one rod and the operating rod will affect the switch circuit controller adjustment. And any of these conditions are dangerous to train operations. So the proper maintenance of the switch is absolutely necessary to permit of proper maintenance of the switch circuit controller.

A switch circuit controller may be out of proper adjustment, but it is not always the circuit controller that is at fault. Whenever a circuit controller must be adjusted it is always wise to examine the switch and attempt to determine the cause. If anything is improper about a switch it is the purpose of the circuit controller to cause the signals in the immediate vicinity to display a stop indication.

Contributions Wanted

Readers are welcome to contribute articles on any subject related to signal maintenance and construction.

Light Socket Wrenches Made out of Aluminum

By JERRY YOUNG
Lodge 129, Frisco

✦ MAINTENANCE work requires that a number of small pocket tools be carried, and I find that by using aluminum socket wrenches excess weight is eliminated.

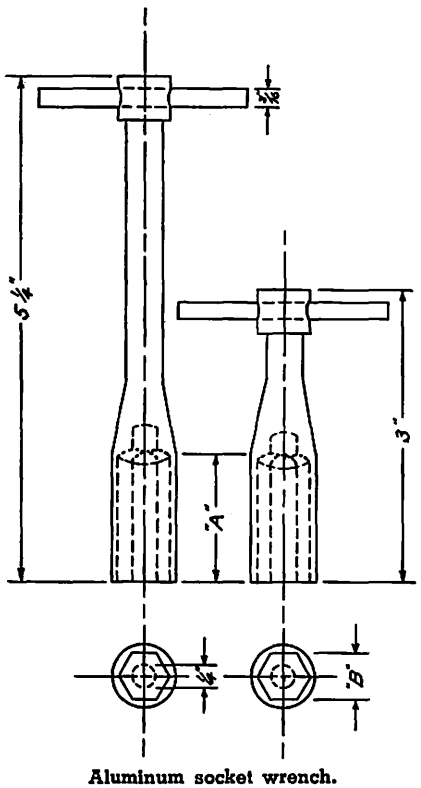
They are very simple to make by using a ¾-in. pipe 4½ in. long for a form, ½-in. hexagon rod 2½ in. long (Fig. B) and wrapping No. 9 wire around hexagon rod 3 times to hold hexagon rod in center of ¾-in. pipe.

Placing a thin piece of tin inside of form will cause aluminum to come out of form more easily after it is poured. Old aluminum pistons are easily obtained from any garage. (If a 5¼-in. wrench is desired use 6 ½-in. form.)

Place hexagon rod and form in bed of hot coals until hot, remove from fire and place in pan of sand ready for pouring the melted aluminum which has been melted in an ordinary melting pot. (This is for standard A. A. R. nuts.) Have both the hexagon rod hot and the aluminum melted to a cherry red for best results. Pour into form; after cold, tap aluminum around hexagon rod lightly until loose. Then place the end of the hexagon rod in a vise and tap aluminum off the hexagon rod.

These wrenches can be turned down on a lathe or filed to desired shape; then dressed down with sand paper and emery cloth, polishing with steel wool. A $\frac{3}{16}$-in. welding rod makes a good handle. Drilling ¼-in. hole as shown in Fig. A will let you catch jam nut on binding post.

If required for 9 C nuts, the same design as above can be used except that the hexagon rod for Fig. B would then be $\frac{7}{16}$ in.



Aluminum socket wrench.

Applications to I. C. C. For Approval of Changes

✦ AMONG recent applications for approval of signal changes filed with the Interstate Commerce Commission have been the following:

Lackawanna. Modifications of automatic block signal system between MP 93 and MP 83 west of Stroudsburg, Pa., and modifications of interlocking at West Henryville, Pa., on the Scranton Division, involving installation of spring switch in lieu of interlocked switch 7, removal of interlocked switch 9 and signals 1, converting signal 15 to automatic operation and remotely controlling signals 4 and 16 at West Henryville from Gravel Place interlocking, installation of power machine on switch at junction of tracks 4 and 2 and two dwarf signals and converting automatic signal 858 to interlocked signal at Analomink, all to be remotely controlled from Gravel Place interlocking, changing aspects of automatic signal 924 and removal of automatic signals 894, 876 and 858 on track 4, on account of removal of track 4 between West Henryville and Analomink and to consolidate control of signal facilities for economy of operation.

Lackawanna. Modifications of interlockings at Mount Pocono, Pocono Summit and Tobyhanna, Pa., on the Scranton Division, involving installation of spring switches in lieu of interlocked switches 13 and 17, removal of interlocked switches 12, 14, 15 and 18 and signals 1, 2, 3, 4, 23, 25, and 27 and remotely controlling signals 5, 6, 24, 26 and two dwarf signals at Pocono Summit from Tobyhanna interlocking and changing control of Mount Pocono interlocking from Pocono Summit interlocking to Tobyhanna interlocking, on account of removal of section of track 4 and wye tracks at Pocono Summit and to consolidate control of signal facilities for economy of operation.

Southern. Modifications of automatic block signal system between Seminary, Va., and Atlanta, Ga., a distance of 628 miles, on the Washington, Danville and Charlotte Divisions, and modifications of automatic train stop system between Spencer, N. C., and Atlanta, Ga., a distance of 306 miles, on the Danville and Charlotte Divisions, involving removal of 36 and reinstallation of 17 automatic block signals, together with associated automatic train-stop inductors, and providing overlaps for 51 signals, to provide improved stopping distances and comply with requirements of orders of the Commission.

C. B. & Q. Modifications of centralized traffic control system between Red Oak and Balfour, Iowa, a distance of approximately 25 miles on the Ottumwa and Creston Divisions, involving installation of one color-light signal, changing aspects and converting 29 semaphore signals to color-light type, changing aspects of 1 semaphore and 15 color-light signals, relocating and converting 2 semaphore signals to color-light type, removal of 20 semaphore signals, providing time locking between adjacent C. T. C. locations and installing coded signal control circuits between sidings, to provide increased stopping distances.

Southern. Modifications of automatic block signal and automatic train stop systems, between Charlotte, N. C., and Columbia, S. C., a distance of 108 miles, on the Columbia Division, involving removal of 28 and reinstallation of 18 automatic block signals, together with associated automatic train stop inductors, and providing 27 approach and 27 stop overlaps, to provide additional stopping distances and comply with requirements of orders of the Commission.

Southern. Modifications of automatic block signal and automatic train stop systems between Salisbury and Asheville, N. C., a distance of 141 miles and between Biltmore, N. C., and Hayne, S. C., a distance of 65.9 miles, all on the Asheville Division, involving removal of 40 and reinstallation of 25 automatic block signals, together with associated automatic train stop inductors, converting 4 semaphore signals to color-light type and providing 30 approach and 14 stop overlaps, to provide additional stopping distances and comply with requirements of orders of the Commission.

New Haven. Modifications of Cos Cob drawbridge interlocking and automatic block signal system between Stamford and Greenwich, Conn., a distance of approximately five miles on the New Haven Division, involving respacing of signals and installation of searchlight signals in lieu of semaphore signals, installation of coded a.c. track circuits in lieu of non-coded a.c. track circuits, and converting electromechanical interlocking at Cos Cob drawbridge to electric interlocking, on account of replacing worn signal system and to provide signal spacing to accommodate suburban service, express train service and heavy freight service.

Chesapeake and Ohio. Installation of automatic block signal system in lieu of manual block signal system, between Westham and Gladstone, Va., a distance of 111.5 miles, on the Richmond Division, involving installation of color-light automatic signals on double track sections between Bremo and Shores, and between Greenway and Gladstone, and color-light automatic signals with absolute-permissive block system of control on all single track, changing signals at east end of double track at Greenway, east end double track at Bremo, west end double track at Shores and west end of Strathmore Yard to semi-automatically controlled block signals, changing spring switch home and distant signals at various passing sidings to automatic signals, removing manual block signals, and changing aspects of train order signals, to improve operating conditions, increase safety and reduce operating cost.

Wheeling and Lake Erie. Modifications of interlocking at Ironville, East Toledo, Ohio, on the Toledo Division, at crossing with the Toledo Terminal Railroad, involving installation of all-relay interlocking in lieu of mechanical interlocking, installation of searchlight and color-light interlocked signals in lieu of semaphore signals, power switch machines, electric switch locking in lieu of detector bars, and removal of derails on both roads, on account of rearranging tracks, to replace worn equipment, conform with requirements of orders of the Commission and provide increased protection.

St. Louis-San Francisco. Modifications of automatic block signal system and interlocking at Fairlawn, Mo., on the Eastern Division, at crossing with M.P.R.R., involving discontinuance of mechanical interlocking, and installation of automatic interlocking, relocation of automatic signal 95, removal of automatic signals 110, 111 and 127, and four main track derails on St. L. S. F., relocation of inoperative eastward distant signal, relocation and conversion of semaphore home signals to color-light type, installation of electric locking and removal of two main track derails with detector bars on M. P. R. R.

D. & R. G. W. Installation of Centralized Traffic Control system in lieu of automatic block signal system between Dotsero and Chacra, Colo., a distance of 29 miles, on the Grand Junction Division, involving installation of power switch machines, relocation of head block and intermediate signals, and extensions of passing sidings at Chacra, Funston and Allen.

N. C. & St. L. Modifications of interlocking at crossing with Wabash R. R. at New Haven, Ind., and automatic block signal system between Edgerton and Fort Wayne, Ind., a distance of approximately 16 miles, on the Fort Wayne Division, involving changing aspects on eastward and westward home and train order signals and changing train order signals from semaphore to color-light type at interlocking at New Haven; also relocation of 5 and removal of 16 automatic signals, changing 11 automatic signals from semaphore to color-light type, installing marker lights on 4 signals and changing controls of signals.

Cable Company Urges Return of Empty Reels

✦ THE General Cable Corporation has requested us to announce that a shortage of cable reels and other containers is delaying the distribution of wire and cable for defense work. Evidently the company knows that the signal departments of railroads have many empty reels, and their prompt return would aid the railroads as well as manufacturers handling defense work in securing wire and cable.

"The wire and cable manufacturers are faced with an acute shortage of shipping reels, spools and cases primarily through the failure of busy industries to return empty containers," the company writes.

"This shortage is threatening deliveries on vital defense orders. Wire and cable manufacturers are buying and making containers as fast as possible but new containers are not available in adequate volume for the urgent requirements of defense. More containers are needed quickly—all empty reels, spools and cases scattered throughout the nation must be returned and put to work at once."

A "double-barreled" objective would be obtained, the company states:

"1. Wire and cable shipments to National Defense projects will be expedited.

"2. Time, materials and labor required to build new containers will be conserved for other defense purposes."

Bulletin on Signaling Issued by Westinghouse

✦ A NEW bulletin describing equipment for signal power lines is announced by Westinghouse Electric & Manufacturing Company. This 23-page bulletin makes no pretense of covering all products used by a railway signal department but presents briefly the essential descriptive information on devices most commonly used on a signal power line.

Page 3 of this booklet gives at a glance the various products applicable to a typical signal power line. The application and features of each product is then described on the succeeding pages. The bulletin covers transformers, arresters, cutouts, capacitors and other items pertinent to this field.

Copies of Bulletin B-2190 may be secured from Department 7-N-20 Westinghouse Electric and Manufacturing Company, East Pittsburgh, Penn.

Equipment Orders

The Panama Railway is securing from the Union Switch & Signal Co. the necessary interlocking materials for protecting traffic over the Gatun River bascule drawbridge at Monte Lirio, Canal Zone. Included in this order is an eight-lever mechanical interlocking machine equipped with electric locks, Style S semaphore signals, rail and bridge locks, etc., with the necessary relays, rectifiers, transformers, and housings as required to provide complete drawbridge protection.

Signal Employment Conditions

Number of Roads Need Men

✦ APPLICATIONS for employment received at headquarters during the past month have been very few. Those who asked for information about jobs were referred to three roads who definitely had asked us to send men to them.

There are many more roads in need of men besides the few that have notified us about it formally. Roads advertising for men now are not likely to be swamped with applications. Other industries, too, are looking for men. Nevertheless, an announcement in the *Signalman's Journal* is still the most effective means of reaching prospective signal employees.

Another method of using the *Signalman's Journal* to find men has come to our attention. In a recent issue an article in the lodge news section contained information about reduction in force being anticipated. Several signal engineers read the article and wrote to the officials in charge advising that they could use the furloughed men. The tables have thus been turned. Instead of the men looking for help wanted announcements, the officials are on the alert for news about prospective employees.

While the officials are using the news articles to find men, we have a good complaint to make that some of them do not furnish us with information about their own needs for men. Some of the officials have explained to us that they do not wish to publish announcements for men because they might receive applications from men who would not be acceptable due to lack of experience, being past hiring age, or failure to pass physical requirements. Excuses of other, more peculiar nature have been offered by a few roads.

That the *Signalman's Journal* can be effective in finding men was shown a few months ago when the Indiana Harbor Belt Railway had a large construction job under way. Included in the program was installation of an NX interlocking and automatic signaling. The road did not have sufficient force to handle this work, and the signal supervisor, C. E. Rowe, requested us to publish a notice that he needed men. The result was that a competent force of signalmen were obtained from various parts of the country. In praise of the men hired for this work, Mr. Rowe wrote to us as follows:

"We received many applications in which mention was made of the announcement in the *Journal* and from these applications we hired quite a few men; the exact number is hard for me to tell at this time. However, I can say that these men came from various parts of the country and from various railroads and all of the men that were hired from these applicants were qualified signalmen and their services were very satisfactory.

"For the various projects which we were doing we had at one time approximately 75 temporary men and I can truthfully say that never before in my experience have I seen so large a temporary outfit that proved as satisfactory as this one. We had no trouble with any of the men and the cooperation that they gave us was all that could be expected and we are only sorry that these jobs closed up and it was necessary to disband this organization."

Even with so few experienced men available for signal construction work, a number of roads are continuing to work their forces part time. Such roads are delaying production of competent workmen to such a degree that if a labor union had anything to do with it, charges of sabotage would be made. The need for full time production of experienced mechanics will eventually compel the railroads to place signal department employees on normal working schedule. While this will be a welcome improvement, it still will not clean the bad records of the roads that have refused to grant requests of the employees for return to full-time schedules.

Leave of Absence for Men Not on Full Time

Another condition which certain railroads should correct is the holding of furloughed men within easy reach in case they are called back to work. Under threat of losing seniority, signalmen working only a few days each month have been denied leave of absence so they could accept full-time positions elsewhere. The organization has usually been able to correct such practices, but it should not be necessary for employees to take cases of this kind to their organization representatives. It means delay with loss of pay for the men and loss of skilled labor for the em-

ployers who would give them regular work.

Give Full Details of Experience When Applying for Job

From the experience we have with members seeking employment, it seems impossible to over-emphasize the importance of writing detailed accounts of experience when applying for a job. It is not enough just to list the years of signal experience. The nature of the signal work done, whether automatic, interlocking, C. T. C., train control, etc., should be explained. The applicant who furnishes all information pertinent to his qualifications in the first letter has at least a 100 to 1 chance of getting the job as compared to those who make no specific reference to the work they have done. One of the most important and effective references for an applicant to give is his record of B. R. S. of A. membership. This applies to assistants as well as signalmen.

Age Limit Raised for Civil Service Jobs

✦ A NEW drive for engineers was begun by the Civil Service Commission on April 7, with the announcing of an engineer examination which includes all branches of engineering except chemical, metallurgical, marine, and naval architecture which are covered by previously announced examinations.

The new engineer examination cancels and supersedes the following examinations announced in 1940: Mechanical (No. 61); Aeronautical (No. 64); Senior Engineer (No. 83); Senior Civil Engineer (No. 98). However, persons who have been rated eligible under these four examinations will have continued eligibility.

Applicants must have completed a 4-year recognized college course except that provision is made for the complete substitution of qualifying professional engineering experience of the proper quantity, type, and quality, for the education lacking. Additional professional engineering experience, differing in kind, length, degree of progression, and responsibility, according to the grade and branch of the position applied for is also required except that graduate study in engineering may be substituted for part of the experience. The maximum age limit is sixty years.

Engineers qualified in the following specialized fields are particularly needed for the National Defense program and are urged to file their applications at once: Aeronautical, Agricultural (Farm Machinery), Construction (Airports and Buildings), Heating and Ventilating, Mechanical (Industrial Production and Diesel Design), Ordnance, Radio, Safety, Sanitary (especially Public Health), Structural (Building Design), and Welding.

The duties of these positions will include design, construction, and research in the various branches of engineering. The positions pay from $2,600 to $5,600 a year. Applications will be rated as they are received at the Commission's Washington Office until June 30, 1942.

Further information and application forms may be obtained at any first- or second-class post office or from the Civil Service Commission, Washington, D. C.

Other Positions Open

Another announcement of the Commission states that "there is an acute need for qualified men" in national defense agencies. The Commission urges officials of Federal, state and municipal agencies to aid in distributing this information to persons interested in government positions. Following is one list of positions open "until further notice."

Chemical Engineer (any specialized branch), Assistant to Principal grades, $2,600 to $5,600 a year; Inspector Signal Corps Equipment, Junior to Senior grades, $2,000 to $3,200 a year; Inspector of Powder and Explosives, Junior to Senior grades, $1,620 to $2,600 a year; Inspector of Ordnance Material, Junior to Senior grades, $1,620 to $2,600 a year.

Locals Are Not Subject to Federal Income Tax

✦ A NUMBER of local officers have requested Grand Secretary-Treasurer T. A. Austin to explain the status of the organization under Federal income tax laws. The cause of these inquiries is that sometimes an office of the collector of internal revenue will advise local officers that income taxes are payable. Such notices probably are sent out in a formal way and perhaps reach other groups, too, that are not subject to income tax. They, nevertheless, are always given immediate attention.

While from various authorities it was known that no part of the organization is required to pay income tax, there was a need for detailed explanations from the Treasury Department, which could be distributed to the locals. Accordingly, the commissioner of internal revenue of the Treasury Department was requested to furnish such an explanation. The main part of the reply reads as follows:

From Treasury Department

"It is the opinion of this office, based upon the evidence presented, that you and your subordinate local unions appearing in Directory of Grand Lodge, Local Lodges and General System Committees, March 15, 1941, are exempt from Federal income tax under the provisions of Section 101(1) of the Internal Revenue Code and the corresponding provisions of prior revenue acts.

"Accordingly, you and your subordinate local unions will not be required to file returns of income unless there is a change in the character, purposes or methods of operation of your organization or of your subordinate local unions. Any such changes should be immediately reported by you to this Bureau in order that the effect of the changes upon your present exempt status may be determined.

"You should furnish the Bureau annually on the calendar year basis lists in quadruplicate showing only the names and addresses of any subordinate organizations which were chartered during the calendar year and the names and addresses of any organizations which for any reason ceased to exist. Such annual lists should be accompanied by a statement sworn to by one of your principal officers as to whether or not the information heretofore submitted by you and on which this ruling is based is applicable in all respects to the new organizations appearing on the lists and should be forwarded so as to reach this office not later than February 15 of the following year.

"Since any organization which is exempt from Federal income tax under the provisions of section 101 of the Internal Revenue Code also is exempt from the capital stock tax pursuant to the express provisions of section 1201 (a) (1) of the Internal Revenue Code, you and your subordinate organizations will not be required to file capital stock tax returns for future years so long as the exemption from income tax is effective.

"A copy of this ruling is being transmitted to the collectors of internal revenue for the various districts in which your subordinate organizations are located."

Signal Camp Cars on Delaware & Hudson

Provide Comfortable and Sanitary Living Quarters

THE DELAWARE and Hudson Railroad Corporation has recently provided boarding car outfits for employees in the signal department who are assigned to construction and repair gangs. The outfit shown in the photographs and described below is now located on the Champlain Division under the jurisdiction of Charles Tobin, signal foreman.

The three units include (1) a coal, water, and power supply car, (2) kitchen, dining, and shower room car, and (3) a recreation, sleeping, and office car. All three cars are of steel underframe construction and can therefore be moved in any train without regard to their position with reference to the engine or the balance of the train.

The first unit, formerly a flat car, was converted into a tank car and is equipped with a 6,000 gallon tank, providing water for the shower room, hot water heating plants, dish washing, etc., and there is space for 14 tons of coal.

Kohler Electric Plant

This car also houses a 1500-watt, 110-volt, alternating current, gasoline powered, Kohler electric plant, providing current for motors, lights, fans, and a drill press and grinders in the machine shop car. This Kohler outfit was chosen as it will permit use of the same types of electrical equipment as is used in homes and industrial plants in this territory. Therefore, when the camp cars are stationed at points where commercial current is available, the Kohler outfit can be disconnected and the outside power used, reducing maintenance costs and prolonging the life of the Kohler plant. Standard coach lighting is provided in both the dining and sleeping cars. Power feed lines run the entire length of the camp car train (there is a machine shop car and a supply box car in addition to the three units) which can be disconnected by means of receptacles located at each end of each car with lead cords and double plugs. When the Kohler plant is in use, it is automatically started when any switch is thrown at any point on the outfit, power for starting being provided by storage batteries. A 51-gallon capacity gasoline tank supplies the Kohler plant.

The kitchen-diner-shower car is a rebuilt, steel underframe, vestibule type coach. At one side of the aisle in the kitchen section is a 36-in. white enameled sink with 36-in. enamel drain board at one end, and it is equipped with mixing hot and cold water faucet.

Under the sink is a quarter-horsepower, electric-driven pump for the water supply system.

Adjacent to the sink is a 54-in. by 35-in. hotel type stove, with steel top for broiling, and a hot water front

Sleeping compartment. A steel locker is furnished for each man, all bedding is supplied by the company and an electric fan is installed.

Signal Gang No. 73 (Left to Right): Charles Tobin, signal foreman; Lawrence Miller, signal helper; Clarence Pierson, Charles Ashley and Paul Whyland, signal mechanics; Charles Cornell, cook; George Vallee, signal mechanic.

connected with a domestic hot water tank. The stove is also equipped with an electric-driven blower to create a forced draft.

Across the aisle from the sink is a metal vegetable container and a 10-cubic foot refrigerator with a 150-pound capacity ice compartment. Also on this side of the kitchen is a 9-ft. 8-in. by 3-ft. metal covered table, 3-ft. above the floor, the intervening space being devoted to cupboard space for pots, pans, and other kitchen utensils. Above the table, 5 ft. 4½ in. above the floor, and extending upward to the roof, are four more cupboards for foodstuffs, the back of which conform to the rounded inside shape of the roof.

Linoleum in Dining Room

Adjoining the kitchen is the dining room with a linoleum covered, fixed table for seating 16 persons. Regular dining room chairs are provided. Just inside the door from the kitchen, on the right, is a water cooler, with paper cups, and on the left is a china closet 6 ft. 7 in. tall, 2 ft. 8 in. wide, and 2 ft. 3 in. deep, with five shelves. On the wall above the far end of the table is an electric fan. Regular coach curtains have been retained at all windows in the dining and sleeping cars.

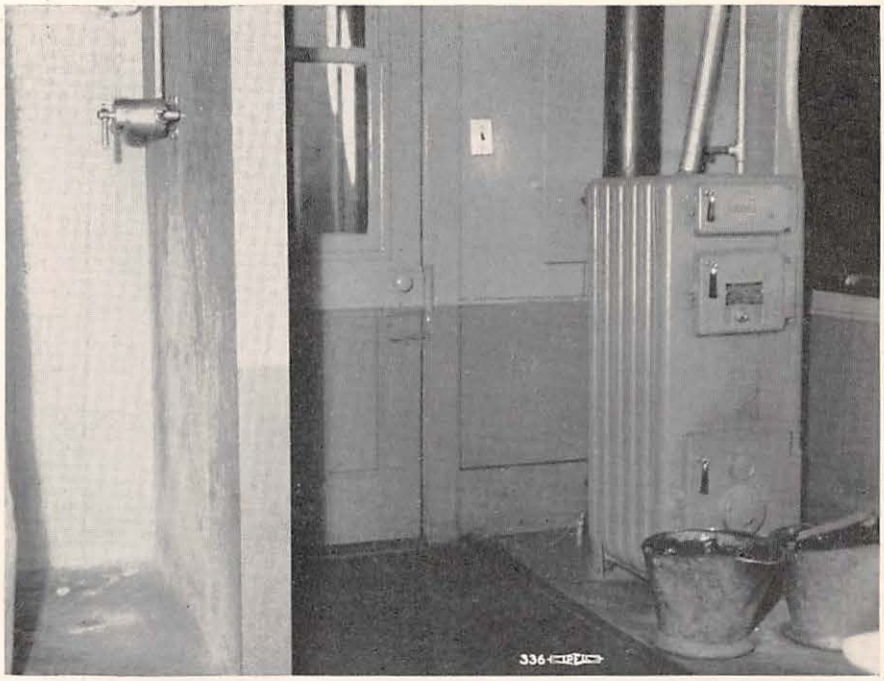
Beyond the dining room the aisle is at the left, leaving space at the right for the cook's room containing a bed, double steel locker, chair, bedside table, and fan.

The wash room, at the end of the car, is provided with two sinks, each of which is equipped with hot and cold mixing faucets and a spray. Above each sink is a glass shelf for shaving material, tooth brushes, glasses, etc. A 42-in. by 22-in. plate glass mirror is hung above the sinks.

The built-in shower occupies one far corner of the room and an Arcola hot water heater is located in the other corner. This heater feeds two radiators in the wash room and three in the dining room. Attached to one side wall is a First Aid cabinet; opposite is a towel rack; and attached to the outside of the shower compartment is a paper towel container, the towels being supplied by the company.

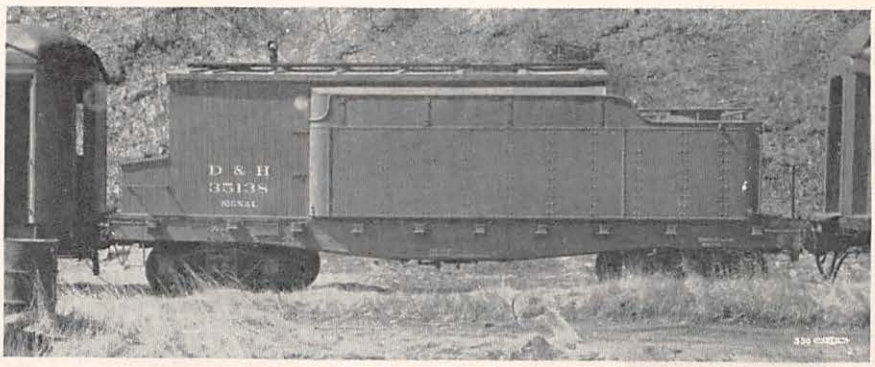
Library in Recreation Room

The third car opens into a recreation room. In the corner, on the left, is the Arcola heater providing hot water heat in the three radiators in this room and the two radiators in the foreman's room at the other end of the car. Also on the left in the recreation room is a large library table. Books on signaling, Delaware



Bathroom: Shower compartment at left, and on right is Arcola heating plant.

Even without the meal, the dining room is appetizing. Note the electric fan, radiators on all sides, and passenger car window shades.



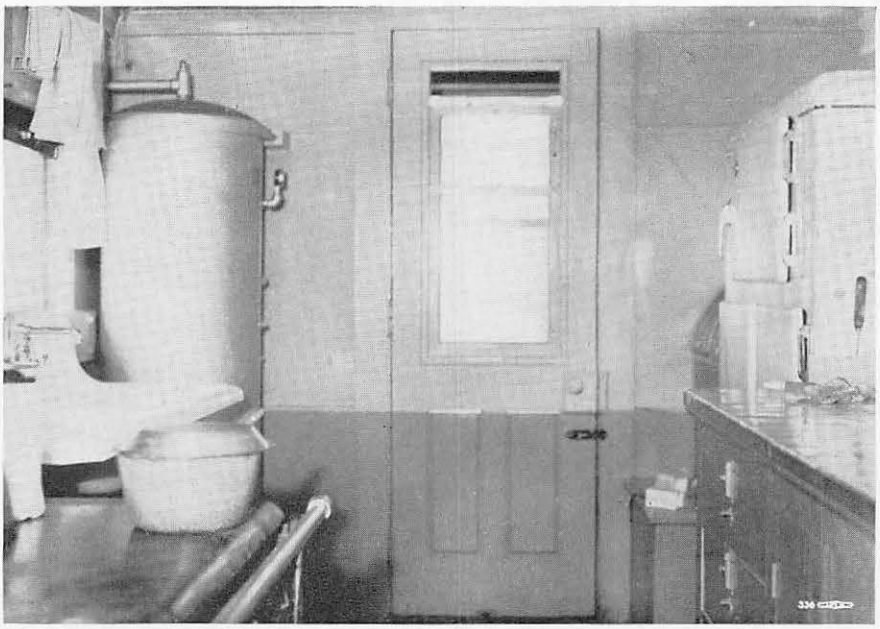
Electric plant is in a room on tank car.

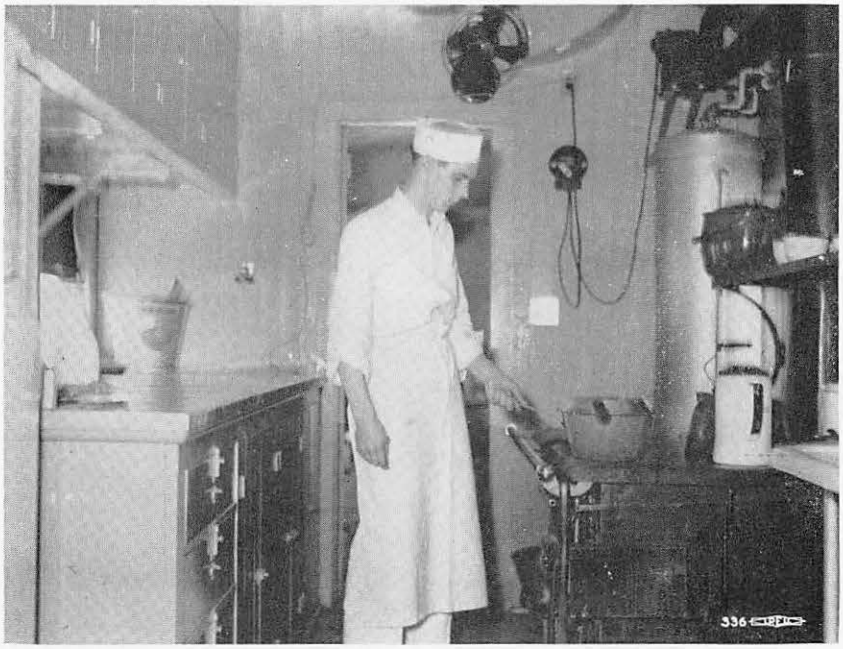
and Hudson standard plans, and Association of American Railroads Signal Section publications are available to those who wish to devote part of their spare time to study. Above on the wall is an electric fan.

In the sleeping room are six lower and six upper berths and six double steel lockers. The berths are provided with springs, mattresses, blankets, sheets, and pillow cases. All bed, bath, and kitchen linen is furnished by the railroad and is laundered in the company operated laundry.

At the far end of the car is the foreman's combined room and office. On the left is a table which serves as a desk. On the right is his bed and double steel locker.

The cars were fitted out in the railroad's car shops.

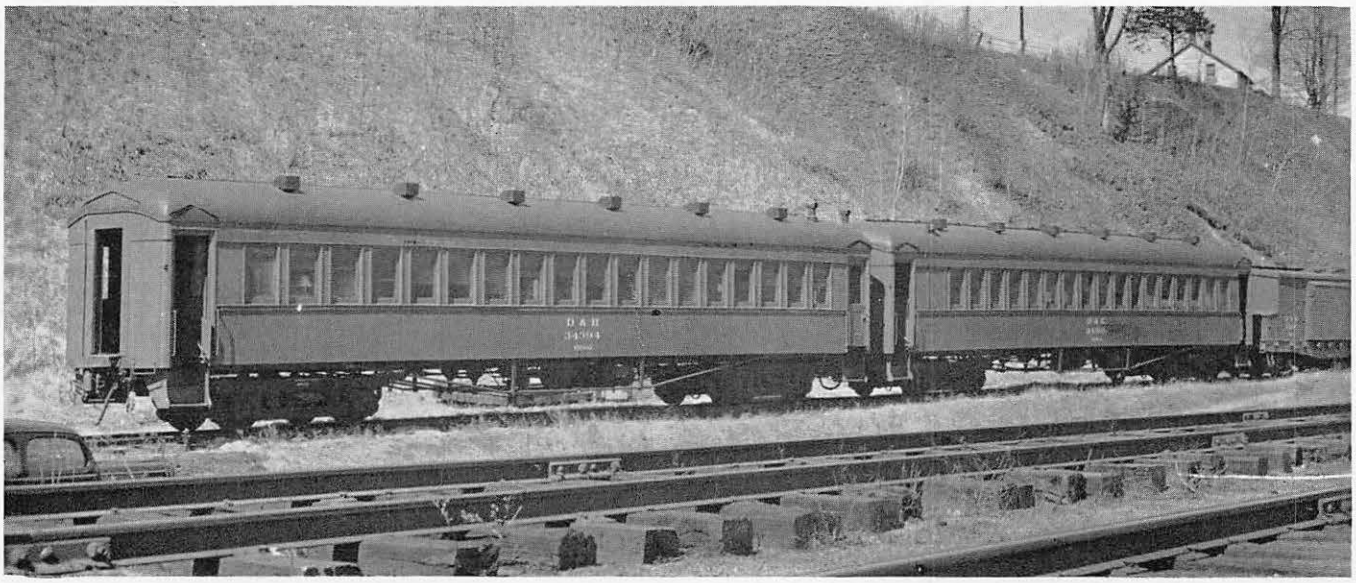




The kitchen is a model of sanitation and convenience. The stove is the hotel type with electric blower. Hot and cold running water is provided, and other features include cupboards, refrigerator, and electric fan.

☆

The outfit in addition to all the conveniences, is attractive from the outside. With steel underframe on all cars, they can be moved in any train without regard to position.

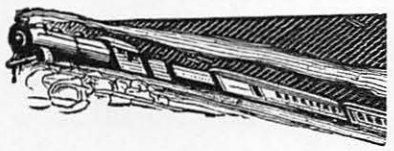


Convention Committee Organized in New York

By LOUIS DuMONT
Publicity Chairman

✦ TIME, ever an important factor in any activity, is being used most advantageously by the newly appointed committee of the Eastern railroads to handle the 1942 B. R. S. of A. convention scheduled for August of 1942.

At a preliminary meeting held in the Hotel Times Square, New York City and attended by 23 representatives of railroads entering the city, Frank Nolan of the B.-M. T. was chosen permanent chairman, J. F. Hogan of the D. L. & W. the committee's permanent secre-



tary and Hugh McKowne of the H. & M. the permanent treasurer. Louie DuMont of Lodge 54 C. R. R. of N. J. was selected as publicity chairman of the 1942 convention with Nate Snyder, general chairman of the Lehigh Valley, agreeing to act as temporary chairman of the entertainment committee. Grand Lodge was represented by Vice President D. C. Cone.

Every effort will be made by these men to keep you fully informed each month what plans are being developed to put the event over. Men in the East will be kept acquainted with future affairs, such as picnics, pre-convention dances and other doings planned by the Eastern Convention Committee who must find ways and means to provide funds for putting the 1942 convention over in the style of other successful signalmen's national meetings.

All Workers Entitled to Vacations with Pay

By H. P. STEINMETZ
Lodge 7, New Haven

✦ VACATIONS with pay mean more than the mere words imply. First, they mean a rest from labor, and, secondly, they mean benefit to your health. Many employers in my estimation have the wrong conception of the word *vacation;* at least, they do not apply it in the proper manner. As far back as I can remember it has been the practice of employers to allow vacations to certain individuals such as bookkeepers, stenographers, and himself, yet the man with the overalls or the real producer of the business has had no vacation.

Bookkeepers, stenographers, the boss, and most of the other white-collar employees have vacations with pay. On the other hand, the man in overalls cannot afford to take vacations without pay because the loss of salary with other incidental expenses would be too large or heavy to bear. The white-collar man goes on a vacation with a light heart; he enjoys himself for two weeks; comes back well refreshed, his health improved, and goes into the office and draws his money.

The workman cannot afford a vacation; he works on and on; his health becomes poor and yet he must struggle on. Should he pass on, the boss simply gets a man to fill his place. If he had a paid vacation, that man would be a better asset to the firm. We are today looking forward to a favorable report on our efforts to secure vacations of two weeks with pay. Let's put our shoulders to the wheel and work until we achieve our goal.

Obituary

Charles R. Heron, northeastern sales manager for the Primary Battery Division of Thomas A. Edison, Incorporated, Bloomfield, N. J., died suddenly while attending a dinner in Newark, N. J., on April 10. Mr. Heron was born in Manchester, N. H., in 1883 and graduated from the public schools and the Bryant & Stratton Business College there. From 1901 to 1916, he was successively employed by the Abbott-Downing Company and in the United States District Court at Concord, N. H.; Rueter & Company in Boston, Mass.; and the American Locomotive Company and the Dressel Lamp Works in New York City. In 1916, he became a service engineer for the Primary Battery Division of Thomas A. Edison, Incorporated, and had been northeastern sales manager since 1939. He was a member of the A. A. R. Signal Section, New York Railroad Club, Central Railway Club of Buffalo, and several Masonic organizations.

C. R. Heron.

Throughout his experience as sales representative, Mr. Heron gained a host of friends in the signal field — workers and officials alike. Particularly the men on eastern roads, who saw him often at educational meetings as well as on the job, are grieved by his death.

Bruce Stryker, of Lodge 72, Missouri Pacific, died as a result of injuries received in an automobile accident on March 22, at Wheatly, Mo. He was enroute to his home at Buffalo, Kans.

B. M. O'Connell, of Lodge 132, St. Louis Terminal, died recently. He was a charter member of Lodge 132 and had been in retirement for several years.

Alfred M. Gould, of Lodge 132, St. Louis Terminal, died recently due to burns caused by explosion of a can of alcohol. The accident occurred at X office where he was third trick maintainer.

L. H. Dieball, maintainer on the Milwaukee at Hastings, Minn., died recently as a result of injuries received when he was pushed from a bridge by a push car loaded with timbers.

J. A. Bergman, retired signal maintainer of the Northern Pacific, died at his home in Perham, Minn., on February 9.

Richard E. Hancock of Lodge 103, C. B. & Q., died March 23. He was born in St. Louis, Mo., in 1886 and lived at Plano, Ill. He had been with the C. B. & Q. for 39 years, 23 of which he was with the signal department.

Fred Lewis, of Lodge 25, Pennsylvania, died on April 19. Bro. Lewis was a charter member of Lodge 25. He had worked as a signal maintenance foreman for about 25 years on the New York Division and was well known all over the Pennsylvania Railroad. He had retired in 1938.

Railway Operation of Trucks

Other than "Auxiliary" Service Opposed by Organizations

By ALBERT H. JENKINS

THE Standard Railroad Labor Organizations are finding themselves "between the devil and the deep blue sea" in their attempts to ward off a gigantic threat to railroad jobs.

The "devil" is the fact that the railroads have already lost 40 per cent of their less-than-carload, or "merchandise" freight, and are losing more, because it is being taken away by truck lines which offer faster and more convenient service.

The "deep blue sea" is the railroads' claim that they must be allowed to own and operate trucks, "coordinate" them with trains to speed up their service, and thus hold and win back l. c. l. traffic.

With their usual far-sighted vision, the rail labor chieftains saw this problem developing several years ago. Obviously, it was necessary to do something to stop the "devil" of truck competition from destroying more jobs, so they decided to try out the railroads' prescription of "fighting fire with fire."

Now, after two years of experiment, it appears that railroad jobs are in danger of being swallowed up in the "deep blue sea" of railroad-owned truck lines.

Replies to Trucking Companies

The development of this dilemma can be traced by going back to January, 1939, when the Railway Labor Executives' Association filed with the Interstate Commerce Commission detailed "replies" to the arguments of two trucking companies, which were urging the commission not to grant a truck carrier certificate to the Kansas City Southern Transport Company, a subsidiary of the K. C. S. railroad.

In their "replies," the rail labor chiefs surprised the commission by requesting it to grant the highway carrier certificates to the railroad subsidiary. That was the first time the railroad unions took such a stand, and they explained their reasons for this unprecedented action.

They pointed out that, since the Motor Carrier Act was passed in 1935, the Pennsylvania and other railroads had organized trucking subsidiaries, and the I. C. C. granted them wide-open certificates to go out on the highways and compete, not only with independent truckers but also with railroads.

The Railway Labor Executives' Association said it did not oppose the granting of trucking certificates to K. C. S. Transport or other railroad subsidiaries. On the contrary, it would support railroad applications for such certificates, but only on condition that the commission put into them three "restrictions." These are:

1. That the railroad limit its trucking to "services auxiliary to, or supplemental of, its rail service."

2. That the railroad's trucks "shall not serve, or interchange traffic at, any point not a station on the railroad's line."

3. That shipments transported by the truck subsidiary "shall be limited to those it receives from or delivers to the railroad under a through bill of lading, covering, in addition to movement by truck, a prior or subsequent movement by rail."

Restriction No. 2 is intended to keep a railroad from sending its trucks to raid the territory of another railroad. Restrictions No. 1 and No. 3 are even more important. They make it impossible for a railroad to substitute trucks completely for trains.

In that respect, No. 3 is particularly essential, because it requires a shipment to be moved by rail either before or after it goes on the railroad's trucks. In other words, it prevents the ridiculous situation which would exist if railroads shipped freight all the way by truck.

The I. C. C. put these restrictions into the certificate it granted to the K. C. S. Transport Company, and has put them into all trucking certificates it has granted to railroad subsidiaries since them.

J. G. Luhrsen, executive secretary-treasurer of the Railway Labor Executives' Association, explained its reasons for supporting the K. C. S. application.

"The coordinated rail and motor vehicle service proposed by the K. C. S. will provide a more efficient, dependable and satisfactory service to points along the line of that railroad from all over the United States," Luhrsen said. "Service will be expedited from 24 to 48 hours.

"Shippers will be offered more adequate warehouse facilities, telegraph service, agency stations and personnel, uniform accounting, through bills of lading, published through rates, uniform forms for tracing shipments, facilities at small points to issue bills of lading, collect freight charges, notify shippers of the arrival of shipments, and facilities for delivery to the consignee.

"This is a new type of service to the public. It is obviously a service which no motor carrier alone can perform."

This coordinated train and truck service is a "new and better form of transportation," Luhrsen declared, and it will win back a lot of traffic from highway carriers by offering a better service to the public. The independent truckers may be hurt by it, but they have no right to "holler."

Trucks Parallel to Railways

In the two years since the K. C. S. case was argued before the I. C. C., many railroads have obtained similar certificates and have paralleled their tracks with truck lines. As a result, railroad-owned trucks now run side by side with thousands of miles of railroad track.

Such a situation requires scrupulous fairness on the part of the railroads, or, despite the "restrictions" in their certificates, abuses are sure to result, and more jobs will be destroyed by substituting trucks for trains than are gained by winning back l. c. l. traffic to the rails.

Unfortunately, there are signs that some railroads intend to evade the restrictions, either by ignoring them, or by getting the I. C. C. to remove them from certificates which the rail unions helped the carriers obtain.

The general chairmen of the standard unions on the St. Louis-San Francisco recently complained that the Frisco Transportation Company, a subsidiary of that railroad, is shipping freight by truck all the way from "origin to destination," is accepting freight for rail shipment and then sending it by truck, and in many other ways is violating the restrictions, with a disastrous effect on railroad jobs.

The Rock Island has obtained a particularly large number of certificates, has paralleled almost every mile of its track with truck operations, and now is going back to the I. C. C. and asking that the restrictions be stricken out of its certificates.

To support this demand, the Rock Island picks out extreme

cases in which, it says, a "hardship" would be worked on that road if it has to carry freight by rail either before or after it is carried by truck. This argument presents intricate problems which could easily break down the entire system of restrictions unless it is firmly upheld by the commission.

However, the restrictions have worked well enough so far to justify the hopes of the rail labor organizations, and they are not opposing further railroad applications for truck carrier certificates—provided they contain the restrictions in full.

The present attitude of the standard unions was presented to the commission by Frank L. Mulholland, attorney for the Railway Labor Executives' Association, in a recent case of this kind.

Limited Operation Approved

"We have no objection to the institution of truck service by railroads," Mulholland said, "provided that it is limited in such a manner as to be truly coordinated with rail operations.

"We object, however, to the issuance of any certificate which would permit the railroad to engage in a general trucking business, or which would leave the way open for substitution of truck for rail operations.

"The advent of the motor truck has created a serious competitive situation in the transportation industry. Both trucks and railroads are essential elements of our national industrial system. Healthy and reasonable competition is natural and desirable.

"Each agency, however, has its sphere of greatest usefulness. Any attempt by either to invade the sphere of the other will result in wasteful competition which is not in the public interest. The question is how to define their respective spheres and restrict the respective agencies to them.

"The whole problem of truck competition," Mulholland continued, "has been most severe in the field of less-than-carload, or merchandise freight. Here the trucks, by virtue of their greater flexibility of movement and shorter terminal delays, have encroached heavily on the business formerly enjoyed by the railroads.

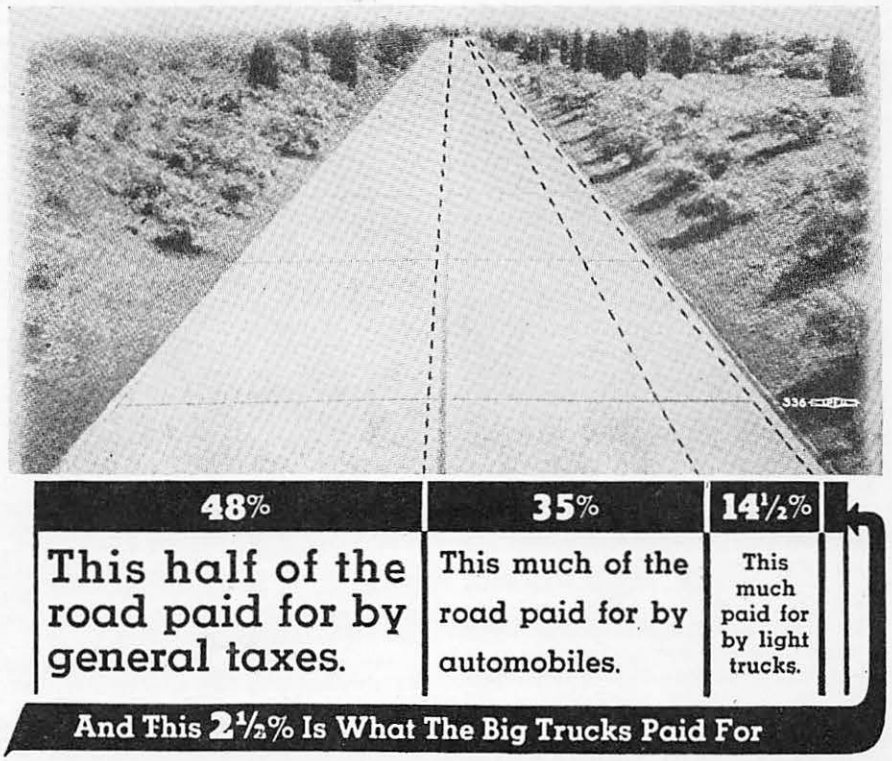
"Their superiority in pick-up and delivery has been so marked as to enable them to compete on even terms with the railroads over considerable distances. The pressure of competition has induced them to extend the scope of their trucking operations to invade the long distance field where the railroads enjoy a natural competitive advantage.

"This situation has cut so materially into the volume of railroad merchandise freight that the railroad companies have sought to counter by inaugurating a new type of service, coordinating rail and truck facilities. The public is thereby offered a combination of pick-up and delivery advantages of the one agency and the long-haul advantages of the other. It is hoped that such service will bring back to the rails that portion of the traffic which they are best adapted to handle.

"With this general movement on the part of the carriers, we have no quarrel. We submit, however, that it should be carefully watched. Any unrestricted entrance into the trucking field on the part of the railroads will aggravate existing conditions rather than solve them.

"A service which masquerades under the title of coordination, but which contemplates a mere railroad-owned truck line, carries with it the potentiality of harm to the rail lines through a further diminution of their traffic.

"It must be remembered that our transportation problem is one of providing for the continued operation of railroad *lines* at a reasonable profit. This problem will not be solved by any device which provides for added profits to the railroad *companies* through substitution of truck for rail operations."


48%
This half of the road paid for by general taxes.
35%
This much of the road paid for by automobiles.
14½%
This much paid for by light trucks.
And This 2½% Is What The Big Trucks Paid For

FIGURES APPEARING in "Public Aids to Transportation" by Joseph B. Eastman, former Federal Coordinator of Transportation show that in 1932 cost of road and street improvements were as follows: "General taxpayers, 53 per cent; passenger cars, 33 per cent; light and medium trucks, 12 per cent; and heavy trucks, 2 per cent. No division of payments for later years is given in the report, but from the 1932 figures percentages for as late as 1937 may be calculated on the basis shown in the above illustration, reproduced from "Who Pays" issued by the Association of American Railroads.

Busses pay small part of highway cost.

Organization News

Santa Fe No. 156

Los Angeles Division. On the evening of March 29 a retirement dinner was given in honor of J. W. Stoliker, general signal supervisor of the Coast Lines, who retired on April 1, after completing thirty-five years of service in the Santa Fe signal department. The dinner was held at the Fontana Inn at Fontana, Calif., and about 120 women and men were present to pay their respects to a good friend and boss.

J. C. Underwood was master of ceremonies, and he read a few of the many telegrams and letters sent by Mr. Stoliker's friends expressing their wishes that he have many happy years in his retirement which he so richly deserves. The master of ceremonies called on each of the signal department officials of the four divisions of the Coast Lines for a short talk. All of them responded with many interesting remarks and paid Mr. Stoliker many compliments.

E. Winans, signal engineer, in behalf of the signal department employees presented Mr. Stoliker with an electric drill press and attachments as a remembrance. Mr. Stoliker very graciously responded with a speech in which he expressed his appreciation for everything. A. J. Joyner then presented Mrs. J. W. Stoliker with a fitted case and she responded with a speech in which she expressed her thanks and appreciation for the gift, and also the fact that the committee changed their original plans for a stag dinner and allowed the ladies to attend. Much credit is due to A. J. Joyner, the chairman of the committee in charge of the affair, for the great success of the dinner.

Mr. Stoliker started to work in the Santa Fe signal department in 1906. At that time the signal department consisted of only two or three others besides Mr. Stoliker. He started to work as a signal maintainer at Colton tower. Later he was promoted to signal supervisor of the Arizona Division with headquarters at Needles which position he held for three years. In 1921 he was promoted to the position of general signal supervisor of the Coast Lines with headquarters at Los Angeles which position he held until his retirement.

Mr. Stoliker's retirement has brought about several changes in the signal department. T. A. Smith, signal supervisor of the Los Angeles Division, was promoted to Mr. Stoliker's position. J. L. Bartlett, signal supervisor of the Albuquerque Division, was transferred to the Los Angeles Division as signal supervisor. W. J. Disney, assistant signal supervisor of the Los Angeles Division, was promoted to signal supervisor on the Albuquerque Division. W. A. Eddins, maintainer west yards at San Bernardino, was promoted to assistant signal supervisor of the Los Angeles Division, and his maintaining job is now up for temporary bid. E. L. Snodderly, signalman, was recently promoted to signal foreman with an eight man gang which is now working on the Los Angeles Division. We are glad to see these men get promoted and wish them a lot of success with their new positions.

V. C. HOUSER.

Reading No. 26

The Signal School will discontinue the meetings for the summer months of June, July, August and September. Also the B. R. S. of A. meetings will omit the 1st regular meeting of each month during Daylight Saving time, months of May, June, July, August and September, holding its regular meeting on the fourth Monday.

The anniversary banquet held on April 26 was a big success and the officers want to extend a word of thanks to every member assisting in the arrangements.

A. C. Equipment Discussed

Our last Signal School meeting was well attended and the evening was well spent being drilled on alternating current as applied to signal circuits and various types of rectifiers. On April 21 we had a guest speaker from the Electric Storage Battery Company, Philadelphia, Pa., Geo. H. Henderson, service engineer. A word of thanks is extended to all the fellows attending for the good attendance.

At this time we have no special construction program under way, but expect a large order later in the summer, perhaps sooner. Let's hope that our management has more funds for new signal equipment, which is always welcome and will give more work to our department.

I was sorry to hear of the illness of A. N. Dewees, signal maintainer at Elsmere, Pa.

Several of our honorary members now in retirement are attending our local meetings, Harry C. Kinzey and Walter H. Jones. They are always welcome.

Our management at this time is being requested to place signal department employees on 6 days a week. All the boys are anxious for the decision. We are all hoping for the best.

We added another member to our list at the last regular meeting, William Fishell, batteryman, Pottstown, Pa.

P. WEIDENHAMMER.

Northern Pacific No. 87

Eastern District. Sam Erwin and wife were surprised by a party of friends on their fortieth wedding anniversary, March 30. Eight children were present; one living in Washington was unable to be present. We all join in wishing them many more such happy occasions.

The St. Anthony Park interlocking plant building burned down, January 8. Hand-throw switches are now in use until the proposed new 28-lever mechanical plant housed by a frame building can be installed. Bro. Kaeli and gang will make the installation. They expect to move there after completing their work on the interlocking plant at Staples.

P. W. Roberts, maintainer at Park City, Mont., suffered broken bones in his ankle while turning his car on a grade crossing, and will be off until about the fifteenth of May. He is being relieved by Bro. Schultz, assistant maintainer at Billings.

Bro. Randall, maintainer at Whitehall, Mont., was off for a couple of weeks being relieved by Bro. Mason, assistant maintainer at Toston.

Bro. Groth's gang is in Billings making signal changes.

Western District. J. P. Rohner, assistant supervisor, Tacoma, Wash., was fatally injured in a car accident and died March 15. He was well known over the Western District and by a number of those from the Eastern District, who worked on signal construction in 1937. He will be greatly missed on the Western District, where he was a conscientious and loyal worker. We join in extending sympathy to the bereaved family.

F. M. O'Loughlin was appointed assistant supervisor at Tacoma, Wash., to fill the vacancy made by Mr. Rohner's death.

H. R. Sage was appointed section supervisor at Tacoma, Wash., to fill the vacancy created by Mr. O'Loughlin's promotion.

The position of signal maintainer at Kent, Wash., formerly held by Bro. Sage, was abolished, and new positions opened at Seattle, and Auburn, Wash. R. H. Dickinson was the successful bidder on Auburn, Wash., and Bro. Sloop was assigned to Seattle.

H. M. W.

C. R. R. of N. J. No. 54

Roselle, N. J. Thirty years ago, Robert McIntyre retired from the trade of brick laying and went into ministry. From the pulpit he delivered a sermon on unionism which will last for all time. It was a gem and one line of it is worth repeating over and over these turbulent times when some of the press and radio and even the pulpit are doing all possible to discredit and undermine the great work being done by the various unions. His words, "each for all, all for each," and "judge the unions not by their worst, but by their best," will go ringing down the corridors of labors' house unmindful of time. There is some bad in all of us, but each of us has some good and it is the good part which urges us all to contribute not only our financial but moral support to the program of unionism which lies just ahead.

Westfield's Walter (Commissioner) Collins and his family are on the mend. They had a rather tough time this winter, what with pneumonia and operations.

The last itemized financial report by our very capable secretary, Bert V. Young, showed some improvement. If more of you chaps would have the Nons chip in with back dues, think how the blue ink would show up in his ledger.

Convention Committee Meeting

General Chairmen LeRoy Brown, of Local 54 and Nate Snyder of the Lehigh Valley and your scribe, along with 20 other representatives of railroads in the East entering New York, met in the Big City early last month to plan for the

1942 convention. While it is 14 months distant, it is hoped that the affair will be a never to be forgotten event in signal convention annals.

I was nominated and accepted for the facinating but strenuous task of publicizing the all important event. Granted the right to call on any of the men in the Eastern Region, already Wm. D. Wilson of the Erie and E. J. Warren of the New Haven have volunteered aid. Time will permit me to become more fully acquainted with men in the various other locals whom I must contact to spread news of the convention. A fervent personal wish is that I can be a successful publicist and justify the confidence placed in me by the Eastern group who placed me in the interesting job.

I met Hughie McKowne, formerly of our FH-Singers' Tower, but now on the Hudson and Manhattan, at the meeting. He asked to be remembered to all of his former C. R. R. of N. J. associates. He is rotund and smiling as ever.

To many, neither storm nor heat nor long distance to travel prevents them from attending meetings. It is such spirit as displayed by George Snyder, John Heeney, George Horn and Tom Wallace of Allentown that helps keep the local alive. We appreciate what those chaps are doing for Local 54.

The meeting this month comes on the 16th. Come and be with us.

LOUIS E. DuMONT.

Monon No. 91

Lafayette, Ind. The regular meeting was held on the 30th. The air was full of rumors, all of them good. Jack Cavanaugh showed up with all his weight back.

The new blocks went into service the eighth, and stakes have been set marking the locations to fill up the other small gaps of non-signal territory. I understand the gang goes to Hammond to install some crossing gates; then to the Air line to remove some more signals, and to the south end to finish up.

A spring switch was installed at Orleans and Gosport, and two at Lowell. The tie plate gang is to start at Lowell and put them under to Indianapolis. With the exception of a few patches, there is no talk of new steel this year. They say Brazil and Linton are the hot spots now.

Tim Schick's excuse for not being at the meeting was a new Hudson and rheumatism. Leo Dill went to the gang. K. O. Smith is helping Jitney, and Jitney, Jr., is at Gosport. He is a hard man on drill handles. We gave Motor Cycle Mike a birthday, and he is planning on retiring in July. He is going to be a farmer out in Illinois. Ross, Pat and Merch have been on the sick list. Ross has sold the restaurant and bought a farm. Walter Lowe is sporting two new helpers.

Life Line of the Nation

To date, Adair, Jr., is the only one we have had called to service. After war is declared, no man's land is in your own back yard same as the front lines. Wipe the dust out of the barrels and use them if necessary. The railway is not only your job but the life line of our nation, no matter who owns it or runs it. It's our railroad and our department and safe transportation is our job.

J. B. HEMPHILL.

North Western No. 130

Chicago, Ill. Our meeting held at the Bismarck Hotel April 10 was very well attended. General Chairman Fisher honored us by his presence and gave us an informal report of his activities. His report referring to the vacations was loudly received. He says the management is going ahead with some motor car set-off installations. This will please some of the boys. Bro. Fisher says the outlook for work this year is very good, there being a considerable amount of crossing protection going in.

We were all glad to see Geo. Geer at the meeting, it being his first since his accident. Chas. Lamb has had his tonsils removed, but has not lost any weight because of it.

Waterproof Motor Cars

You fellows who have Fairmont motor cars should have been interested in the advertisement in the April issue. Notice the fenders covering the top of the wheel. This should help to keep your backs dry. Now if the Fairmont people will close the holes on the inside of the fenders, we will have motor cars that are almost waterproof. A lot of water is thrown into the trays through these holes during rainy weather.

P. Guse, J. Pichen, H. Fyfe and Bill Garton have answered Uncle Sam's call and have gone to various camps. With these boys gone and all the extra men working, we should see some new faces around soon. By the time you read this, the assistants will be on their new jobs, per the educational rule.

The crews are being kept busy. No. 1 is still on the Koestner Ave. job and No. 2 is working around Rose Hill and points north. Bro. Gray's crew now has two men, including himself. Ferd Salstrom decided he would like to help Cliff do some testing.

The bowling club is nearing the end of the season with all members reporting having had a swell time.

DON FOOTE.

C. & E. I. No. 174

Danville, Ill. Having had this job wished on me only five days ago, I have not been able to "nose around" and pick up very much news.

Don't forget to make plans to attend the June meeting. It is to be held in the home of W. M. Roush at Dolton. "Mac" will meet 96 at Chicago Heights to take us to his home. The meeting will be in the morning; eats, and then off to a double header between Washington and the Sox. Sounds great, eh? "Mac" has asked everyone to let him know who plans to attend as he is reserving a block of tickets for us and would like to know how many to order.

Bro. "Duke" Middleton has improved to the point that he was able to attend the April meeting, carrying his crutches under his arm.

There seems to be a lot of work in line on both Illinois and Chicago Divisions making changes to comply with I.C.C. regulations.

E. LEWIS.

Seaboard Air Line No. 105

With the coming of Spring our well known and highly respected chief signalman is turning his eyes to the southwestern section of the Seaboard. He is moving to Atlanta to take over the recently installed remote switches in Howells Yard, as well as several flasher signals. Many Sanford citizens will miss J. C. Fowke.

It appears that E. L. Campbell is to become the new assistant signal apparatus inspector at Hamlet, N.C., to replace H. N. Dickson, who has gone to the Norfolk office. This will of course, leave a vacancy for another signalman in construction.

S. S. "Sam" Higdon is taking over at Sanford with the help of C. W. Holmes. E. A. Hoverstock, a well remembered foreman, is to come back to construction from Winter Haven, Fla., in charge of the new gang which is now at Roberdell on a highway flasher job.

Whirlwind of Construction

The future wise men of the signal department had better get hold of some literature on centralized traffic control and do some studying. I have it straight that there is to be a whirlwind of construction in that line in the very near future. It is a matter of conjecture as to which gang or gangs will fall into this work, but we had all better start getting hep to it.

There is to be a meeting in Jacksonville, Fla., on the thirteenth of April and in Raleigh, N.C., on the twenty-seventh. Let's all try to get to one if not both to discuss the new agreement and system seniority. I have reason to believe that the proposed agreement has already been submitted to the management.

G. W. GARRETT, JR.

North Western No. 39

Madison, Wis. It is, indeed, unfortunate that as a group, Local 39 is not geographically more concentrated, for then we could meet at regular intervals and the business discussed and passed upon could be more quickly published to the advantage of our "outpost" members. As you know, we met on April 20 to discuss and vote upon the proposed consolidation with Local 9. General Chairman I. M. Fisher accepted our inviation to attend this meeting and informed us that he would be present. To this meeting was added a special feature: P. O. Gladhill begged leave for a half an hour of our meeting time to talk to the forty-seven members on the grounds that it is difficult for him to contact all the men and discuss certain problems with them.

It has always been a source of great pride to Local 39 to know that it has always been 100 per cent in membership. Recently four helpers—and if there were more I stand corrected—were returned to work. They are members. And even more recently District Signal Foreman, A. R. Templeton and Frank Halloway have turned in their withdrawal cards and are again active members.

As all of you know, the *Signalman's Journal* has inaugurated a new editorial policy, which seeks to stimulate the member's interest in his work to such an extent that he will be eager to contribute articles to the *Journal*. There are many of you fellows who have original and clever ideas about techniques in accomplishing your daily tasks, and it is these techniques—your own ideas on how a particular job can be done—that the *Journal* is interested in passing on to the body of signalmen as a whole. Any of you who feel that you cannot write up the idea need have no fear to call upon

your secretary for help, for he will be only too happy to assist you and your brother signalmen in whatever way his gifts permit.

Since it is a more united front that the *Journal's* editorial staff is seeking through its monthly publication, we would like your opinion whether you wish the local's account to be straight forward business or whether you wish the local's account to be sprinkled with more or less personal items about your brothers. May we have an expression of your desires?

Attendance at Meetings

In reading the accounts of many of the other lodges scattered over the country, I have been struck with the devices which many of them have been using to encourage and stimulate greater attendances at meetings and greater interest in union affairs. Many of the plans are, of course, inadequate for our needs since the chapters from which they originate are larger and are more able to enter into a wider field of activities.

It is true that we have an annual picnic, and that if we have a member retire, we throw a testimonial dinner; but what would you say if before one of our meetings you and your brothers and your wife and their wives would meet together for breakfast or dinner and a social time at some centrally agreed-to place? P. P. Kemmett and Harold Halbman have taken the initiative to change our meeting place to the Belmont Hotel or some such place, where we have access to large clean airy and sunny rooms for our meetings. The hotel managements have been more than interested in our group and have promised that any of their facilities would be at the disposal of the signalmen and their wives. In other words, sitting rooms comfortably furnished will be provided for your wives while you are attending your meeting.

Benefits of Organization

Here, then, are definite advantages that YOU as a member ought definitely to acquire from your organization:

1) a closer and more understanding fellowship with your brother signalmen.
2) a closer companionship with your wife and children. No longer need you feel that you are selfishly driving off to your DUTIES without considering that your family might enjoy the ride.
3) we will attain a unity of group action based upon understanding which will be useful at all times—for example, now, when vacations with pay are being considered, concerted action is essential!

As an educational feature, it is possible for us to obtain films and a projector from the Bureau of Visual Instruction associated with the State university on railroading and subjects related to signaling. The various railway equipment companies are only too happy to cooperate in this respect.

HOWARD TEMPLETON.

Great Northern No. 154

Western District

Ross Leatherwood, signal maintainer at Cashmere is to get another slide fence on his district soon. It will be a double decker just west of Cashmere. Dave Rodin has been testing relays Wenatchee West, and by the time you read this he will perhaps be over around the coast.

Fred Baugh, signal maintainer at Wenatchee, has been bumming 1.5-ohm track resistance units to put into his track circuits equipped with welded bonds in order to cut down the voltage at the relay end. The 1-ohm units will not quite cut it down enough. That is all right, but he should not have more than a couple of thousand bonds knocked off in the same track circuit or the signal system will take on a rather blushing aspect.

The big Airport close to Spokane, Wash., called the Sunset Airport, has been furnished with railroad facilities by the Great Northern building an 8-mile branch line to the port. Service on this branch will become effective April 15. Just what type and what kind of service has not been definitely arranged.

There is supposed to be a bombing squadron located here at this Airport at Ephrata, and there is some talk now of the G.M. building a spur out to this port also. However, this would be no more then a couple of miles or so and would be only a spur, with perhaps the local freight doing the work that would be required for service. This would not affect the present signal system.

The old timber lined Crater tunnel has now been completely relined with reinforced concrete and it makes a swell job. The signal maintainer on that district, Bro. Reini, will not have to dodge any more falling chunks and pieces of sheet iron that used to work loose by the exhaust of engines.

Gravel trains have been out now for about two months and spreading gravel all the way from about 20 miles west of Wenathee to Spokane, and lots of it over on the coast. My entire district will have gravel dumped and the track raised all along from 2 to 8 in. It makes a real nice job to set up track battery with gravel piled up against battery boxes. All trunking will have to be raised and repaired. I hope they don't send all the men to the army so we won't have any here for extra help. I believe though if they would give me some extra help for a while I would think the world was coming to an end and might not be able to use the men. However, I will take a chance on it if they will just say the word.

Andrew Anderson and Rudy Peek have sent in their dues for the entire year 1941 and are numbered among the others who have paid in full and forgot about dues until January 1, 1942.

There is at the present time a tentative agreement pending which makes a few desirable changes in Section 3 and 11 of Article IV of our agreement, pertaining mostly to temporary vacancies and signal maintainer helpers, so that things will work out a little better for all concerned.

Eugene Luse has been off from work due to an injury by falling while working at the interlocking plant in Seattle recently.

Railroad business out on this end of the pike has been very good, and the prospects are that we will have a real bumper crop if we can get a rain in June. If not, then the average will be cut considerably as it was last year.

Let us all see to it that we are not working beside a man who is not a member. If he is not wearing a union button, ask him why, and ask him where and what he would be working for if it wasn't for you and the other real members keeping the ball rolling. Some of the benefits are: Seniority, better wages, better working conditions, retirement, unemployment insurance, Washington agreement, vacation with pay movement, signal inspection, National Railroad Adjustment Board, Railway Labor Act, National Mediation Board and many others too numerous to mention and explain here.

Local 154 is in fine shape and it was your cooperation that made it that way, and it will continue to be that way as long as we are progressing as we are now. With your assistance we will continue to go forward. Let's have a man on every job and a Union Button on every man.

EVERETT B. LUSE.

Central District. Butte Division gang has started to work putting in a spring switch at Malta, and Kalispell Division gang should be going to work within the next few days. Bro. Peck is foreman on Butte Division and as Bro. Buckland has decided against taking the Kalispell Division gang, it is not known at this time who will get the job.

AFE has been approved providing for the removal of Pinnacle gauntlet. This gauntlet has been in service since 1923 when earth slide took fill out. Other AFE's which have been approved and are very beneficial to the signal department provide for several miles of alternating current east of Havre and providing living quarters for maintainer at Warland. Section house now at Jennings will be moved to Warland and made into a 30 ft. by 30 ft. cottage. We appreciate the fine cooperation given us by Division Superintendent Manion which made the latter possible. Superintendent of Signals H. E. Brashares spent about ten days at Hillyard, where extensive changes are being made to yard layout and which necessitated many changes being made to signal system.

Plans for the building of motor car set-offs have been furnished and we are able to report that several section foremen are busy doing this work at the present time.

Meetings will be held on the Central District in the near future.

H. M. GEE.

L. & N. No. 158

Knoxville, Tenn. It is with pleasure and no small amount of pride that I report a most successful meeting of Local 158 at the Stratford Hotel on Sunday, April 6. A. L. Greenwood opened lodge in the usual manner.

We should feel proud to see the new members falling in line as they did at the meeting. We sincerely welcome them and hope they return regularly to all meetings. I believe this past meeting was the largest in attendance in fifteen years.

H. D. Massie is off on sick leave. We all hope he will be able to be on his job soon.

We would all like to see our district 100 per cent. I don't think we lack more than one or two, so one of you brothers who works shoulder to shoulder with one of these men speak to him and bring him in.

I hope to see about thirty or thirty-five members together in August.

J. K. WATSON.

Union Pacific No. 155

Northwestern District. At our last regular meeting we had a nice turnout and had several new applications for membership and one reinstatement. We are glad to see Watson back in good standing.

B. E. Bloomer bid in the bridge job at Aberdeen. George Swanson, maintainer at Bridal Veil, fell while taking his motor car off the track and broke his leg in two places. Imagine taking a motor car off the track and flagging a train in that condition!

Gang No. 2 is about through putting in crossing bells and should be over at Baker with gang No. 3 re-arranging signals between Huntington and La Grande.

H. S. NICHOLS.

Texas & Pacific No. 141

Ft. Worth, Tex. Spring is here at last, and the bulletins ceased to fall like snowflakes. All the maintaining jobs have been taken, and as well as I can find out they were filled as follows: Mike Henderson bid in Midland; Sam Dennington took Grand Saline; Cunningham bid in Monnyhand.

I have a correction to make in last month's article. I reported Majors, Jr., as highest bidder on Grand Saline. That was correct but the closing date on the bulletin was wrong and it had to be re-bulletined. Next time Sam Dennington was highest bidder and assigned.

We have more evidence of good service in the promotions of two helpers to assistants and four laborers to helpers. J. D. Woods of Whitehead's gang and Cregdon Mayes were promoted to assistants. Mayes has been in the Louisiana swamps all winter, but he is on the T. C. division now. R. J. Thompson, Jr., and Robert Thomas of the signal shop were promoted to helpers. We were glad to see the promotion but we sure miss them. R. J. went to T. L. McCall's gang, which is working in Shreveport. Robert went to Toyah to work with Clyde Knight. J. J. Morris, Jr., and Harold Cazes, Jr., both of McGowan's gang, were promoted to helpers. Mac is still in Shreveport putting in switch machine and derail plates that never fit.

Uncle Sam has taken two more of our boys. Duffy went to the marines and Lewis G. Dufrene went to the army.

At present I have lost Mr. Whitehead's gang. I have been hearing about him fixing up some mighty nice bunk cars for the boys. I would like to see them.

WALTER T. POWELL.

Hudson & Manhattan No. 60

Hoboken, N. J. Rapid Transit Local 60 held its regular meeting at the Hotel Victor on April 11 and the attendance was very good. The grievance committee for the next two years consists of C. A. McDermott, H. C. Bamman, members, and H. J. McKowne, chairman. Let us all stand behind our committee and give them 100 per cent cooperation.

N. C. Olsen, who is one of the committee appointed to represent our local at the convention committee, gave his report as to what transpired at the meeting on April 7 at the Times Square Hotel. He wishes it to be known that the delegates from our Eastern roads worked hard at our last convention to bring the 1942 convention to New York City. The purpose of this committee is to raise funds for entertaining the delegates and their families who attend this convention. We hope that all the members will cooperate 100 per cent in helping this committee in anything they may decide on to raise these necessary funds as we want to make this convention in 1942 the biggest in the history of the B. R. S. of A. Articles will be published monthly in our *Journal* by our publicity manager, L. E. DuMont of Local 54, so each brother can keep up with the progress of the committee.

This will be my last writing in the *Journal* for Local 60 as I have been recalled by the P. R. R. I will miss those two brother maintainers at the Penn tower—Brothers Ray Cheston and Abe Voogd—whom I have worked with for the last thirteen months, and not forgetting the P. M. Signal Foreman Jack Metzger.

Don't forget the next regular of the 100 per cent Local 60 will be held Friday, May 9, at the Hotel Victor in Hoboken, N. J. See you all at the Dark Horse dinner.

CLIFF CONOVER.

A. T. & S. F. No. 33

Eastern Lines. Two splendid meetings were held by Local 33 during the present month—our regular meeting at Hotel President, Kansas City, Mo., and a special meeting at Labor Temple in Emporia, Kans. As usual, the younger members received the largest rating in attendance.

I wonder how many remember, say 25 years ago or less, when it was a crime punished by dismissal to be found out as a member of any organization? How many remember this? How wonderful it is now to be able to openly carry on organization activities. The brother who was living in the past by bringing to our attention these conditions has something, even though it might appear as the same old "chip."

We as members of a *bona fide* organization have a great many things to be thankful for. Just look around a little and you will see the destructive elements at work which are endeavoring to demoralize all that good which it has taken years to accomplish. We all have our part to play in helping to hold that which means so much to us all and to those less interested our duties are increased by doubling our effort in their behalf.

The practice of safety and its true meaning has been forcefully brought to our attention within the last month because of the number of motor car accidents and those conditions under which we as signalmen are forced to operate these cars. Bob Mitchel was the victim of a careless truck driver who violated the rules governing the operation of highway driving and struck Bro. Mitchel, breaking his left leg in three places, besides other injuries.

Some of our members are receiving the new Model M19 Fairmont car equipped with head light, tail light, and storage battery charged by a generator on the car. This is a great improvement and very much appreciated, but the car is just too heavy to be handled properly by one man when there is no set-off that is in a condition for them to be taken off and on.

Set-Offs Would Save Cars

It is noted with a great deal of interest the number of locals interested enough in the health of their members to be making a stand for an improved condition. What is needed is a board runway with no ballast used whatsoever. There have been three new motor cars destroyed in the last month on the Eastern Lines because of poorly constructed set-offs as the men were unable to lift them out of the ballast on short time ahead of high speed trains.

Bro. Creason and gang are giving the east junction interlocker at Emporia a going over which will be appreciated by Bro. Howell. Bro. Loomis and gang are at Lawrence putting things in shape for the hard working non-member at this place.

Bro. Stevenson between his assignment at Argentine is a very busy man handling the secretary's job for the all-road meeting in Kansas City. He also made a trip over his division, which is some task. All the gangs and maintenance force is 100 per cent pure. Bro. Gates of the Middle and Southern Kansas Division reports a very successful trip over this division and the membership is in splendid condition.

Bro. Keeton and gang have completed new flashers at Wichita and other changes and are now at Valley Center placing flashers at the highway at this point. Bro. Tanner and gang are now located at Guthrie, Okla., making a number of changes and installing crossing protection. John Martin has just placed the plant at Newkirk, Okla., back in service, having changed it from the tower to the depot.

Brothers Daniels and Madden have been detached from gang No. 1 and are now classified as gang No. 1A working at Holliday. Brothers Folck and Banler have been detached from gang No. 2 and are classified as gang No. 2A helping Bro. Connor at DeSoto do the heavy construction act. Brothers Wilder and McGaugh are detached from gang No. 2 and are classified as gang No. 2B located at Wilder on Bro. Connor's territory. Bro. Kaul is at Topeka helping Bro. Marney do the construction act and Watton is helping Bro. Ford at Reading on cables. The paint gang of two men is to start over the Eastern Division soon.

CORRESPONDENT.

New Haven No. 7

New Haven, Conn. The New Haven signal repair shop maintains a fire squad which under the able guidance of Fire Chief Ford has become very efficient. Ever alert, the chief spotted a smoldering fire in the pit, which they extinguished promptly. Members of the department are J. P. Farrell, Amile Albert, K. H. Blake, and Tom Lenan. All credit to our brave fire laddies.

Geo. Case who has been off on sick leave since March 1940, residing in Florida where he has regained his health, returned to work April 1. H. Whitney, signal maintainer at Hartford, is off on sick leave for two months. We hope that he will have a speedy return to health. Frank Coffey, maintainer at Hartford, is temporarily covering Whitney's position until his health improves.

Ray Barnes, 2nd trick maintainer at 214, has been drafted into the U. S. military service. Quite a few of the brothers have been drafted yet am unable at this time to give their names. J. Donahue has bid in Bro. Barnes' trick.

Our repair shop harbors in its confines

an abundant supply of talent. The stage, screen and radio are minus a great star in the personage of J. P. Farrell, who not only is very fluent in the English and Italian languages, but is also a natural born comedian and singer, being possessed of a fine tenor voice. He has gladdened the hearts of many who have heard him sing. And we are much surprised that he has as yet not been called on Major Bowes' Amateur Hour. Another of the brothers who is a natural entertainer is W. E. Leasch. He is an entire entertainment by himself as he is a wonderful story teller and his impersonations of different people are really marvelous.

New Haven Entertainment

Our annual Testimonial Dinner as usual is to be held at the Hotel Garde on Saturday evening, May 17. The dinner will be a full course Demi Poulet Grille (chicken dinner), smokes, and favors. The tickets will be $2.50 each.

The committee states that everything possible is being done to make this year's banquet the top notcher of them all, and from the program it looks as though those are no idle words. Come meet the retired men and don't forget to bring the ladies. I am sure that you will never regret attending this great affair. In the evening you will hear many noteworthy men of the B. R. S. of A. speak on different subjects of our organization. Get your tickets early.

Those who work in the signal department and are not members are welcome to attend this banquet, which may be the cause of bringing members into our fold. Come and enjoy yourselves. You will never regret the money you spend.

Steve Glade has been ordered by his doctor to take a sixty-day leave of absence account of ill health.

Southern Pacific No. 92

Coast Division. The members of the Western Region, especially those of the Coast Division, will be glad to learn that Ray P. Macquoid has been granted his annuity and at the time he was advised that everything was all straightened out he got a nice little back pay check. Ray had to retire account of physical disability, but he is making a brave and determined fight to regain at least the greater part of his health and is very cheerful and optimistic through all of his vicissitudes. A few of the boys, in the company of T. Armstrong, signal supervisor, and R. D. Sheary, assistant signal supervisor, visited Ray recently and presented him with a very nice radio with which to while away the hours. He and his family wish to offer their sincere thanks and appreciation for the thoughtful remembrance.

C. R. Dorsey, leading signalman at San Jose signal shop, 2nd member of the local committee and chairman of the Coast Division safety committee of the signal department, is doing a great work in the forwarding of safety work on the division and his work has extended to other divisions as well, as is evidenced by the fact that his pet "baby," the "Flush Paved Takeoff," has been adopted by some of the other divisions through the sanction of the division engineers or roadmasters of those divisions.

The Coast Division has been very fortunate as regards the employment situation. Not one man has lost any time from force reduction throughout the winter, and we have had plenty of rain and quite a bit of heavy wind, especially on the South end of the division.

Blown Off Motor Car

This windy condition was rather forcefully brought to the attention of one of our signal maintainers, Don Cooper, who while riding his motor car about a mile east of Surf rode out of a cut, and the next he knew he was flying through the air. The wind just picked him off the car, and not too gently deposited him on the toe path with a broken ankle. The car continued down the single main line for about seven miles and wound up ingloriously on the pilot of the engine of Train No. 71. Don was fortunate in being able to attract the attention of a farmer working close by who took him into the closest doctor. He is making a nice recovery.

The motor car conditions on the Coast Division are slowly but steadily improving, both for signalmen and section forces. Cars more adapted to the proper use are being purchased and allotted to the men who need them most. The maintainers who have bad territory are being assigned Fairmont M9 center load, free running engine cars. All of the boys like and appreciate these cars, especially in comparison to the old side load cars.

Let's all think and act safely. Support your Brotherhood and be happy and contented. It is also very nice to attend a meeting now and then and keep informed of the activities of your organization.

CERT. 9286.

Southern Railway No. 110

Lines East. My attendance record has been only 50 per cent this year so far, and I'm not proud of my record. I am going to try to do better the last half than I have the first. Some of you are not doing your duty. I should have received two or three letters and at least one visit to inform me that it was my duty to be at all the meetings. I should have at least received one letter giving me the current news. No such luck. This section of the Asheville Division is the least informed on what is taking place than any other section I have ever been.

Need Management's Cooperation

I have received a little book on what individuals can do to "Defend America." Right now that is a most important subject. It's closer than most realize. This little book says we have to change. That either we must sacrifice our personal selfishness or we sacrifice the nation for our personal selfishness. I am with the little book there 100 per cent. In discussing industry the little book says "France failed in the factory before she failed at the front" . . . America must win the battle for industrial cooperation if she is to be secure. Every man has a part. Every worker, every employer, every labor leader." I agree with that also.

Signals in time of war are more important than ever. They can indicate sabotage at times in advance so that serious loss may be prevented. We all are familiar with the increased traffic load possible to put on tracks properly signaled. Increased traffic capacity is very important during a war.

Now we have several hundred men trained to do a very special job in this connection on our railroad. This job is installation and maintenance of signals. It is my opinion that the men we have, or the men we will have six months from today will be unequal to the task of performing the work necessary at that time. The point is this. We need to be working every minute NOW, not later on, to get ready for this thing. If it doesn't come, well and good. Nobody is hurt. We have gotten ready for the worst and it has been averted. On the other hand, suppose we waste time and are not ready and the worst comes?

The men on the Southern are as patriotic as any in this Good Old U.S.A. There is just one thing we are waiting for—the green light to go. The management controls that light. Let's hope they don't wait too long to turn it on and let the men have the opportunity to put into this thing all they have instead of five-sixths of it. You see we are still working 5 days per week when the President has said that we need All Out Effort. Sorry we can't do it. In our rule book under General Notice we have six rules, the last being, "Cooperation is essential to success." We stand ready, but until the management sees fit to cooperate and turn on that GREEN LIGHT we are restricted, can't go full speed ahead.

HICK.

Erie No. 45

Paterson, N.J. The regular meeting of Local 45 was called to order at 8 p.m. by Chief P. J. Howe at Stueben Hall, Paterson, N.J. The attendance was very good and much important business was discussed.

The banquet for George Davenport, signal supervisor, Salamanca, N.Y., was held at Visentin Restaurant, Fair Lawn, N.J. The attendance was about 175. M. A. Baird, retired signal engineer, was present. J. H. Storms, signal supervisor, New York Division was master of ceremonies. Mr. Davenport was presented with a pen and pencil set. Mr. Davenport was promoted December 31, 1940 from assistant signal supervisor, New York Division, to signal supervisor at Salamanca, N.Y. Mr. Davenport was born in Paterson, N.J., and started his career on the railroad by working for the Hall Signal Co.

F. Holtham and R. Wharton gangs are still working on N. J. & N. Y. cleaning up on the new single-track signal changes. W. McAlpine and J. Cross are testing and cleaning relays on Terminal Division. F. Youngwerth is meggering at MQ. O. Gogler is still working on locking at terminal tower. C. Mome is working on locking at MQ. G. Brindley was making changes at Passaic drawbridge.

R. J. J.

Erie No. 37

Recent reinstatements include Wheeler, Roll, and Anderholt, with the promise of more in the future.

Our signal extra gang is on the B. & S. W. at present working on grade crossing elimination at Hamburg, N.Y. The fellows are getting ready for inspection which is not far away. Also the laying of steel, which I understand we have plenty.

I understand most of the fellows to the East and West of us are working 6 days a week. What is the matter that we don't come in on this? We would like to hear more about this from some of these members.

H. D. BALCOM.

Lehigh Valley No. 57

Phillipsburg, N.J. A special committee has been appointed to arrange for a get-together for members and wives to celebrate our 23rd anniversary.

We understand Bro. Martin is still on the sick list although much improved. We hope to see him on the job soon. Geo. Wright's gang is now located at Lehighton and Tommy Heitsman's crew is making their home at South Plainfield.

Bobby Frace has gone to spend a year with Uncle Sam's army. At last report he was stationed at Fort Jackson, N.C.

PAUL R. BEHNEY.

N. Y. C. Lines East No. 76

Electric Division. Our April meeting was well attended and a great deal of business was transacted. One of the things decided upon was that the local will run a party in Pythian Hall on May 24. Bill Ruland will head the committee and will act as master of ceremonies for the party. The brothers should give Bill their support and make it a real turnout.

Now Men Are Needed

The signal engineer's forces are on the division from Glenwood to Ossining. They are working on the program that was abandoned in 1932. Due to the drastic lay-offs in the past, the company finds that it is badly in need of skilled signalmen at the present time.

Because of the good work on the part of some of the brothers, we are proud to announce that our membership is gaining and would gain much faster if all of the members would make an attempt to round up the non-members on their sections. We should all keep in mind that our local will be only as good as all of us make it.

J. SAVAGE.

Nickel Plate No. 169

Frankfort, Ind. Cohea has at last lost his gang. His gang, your correspondent, has bid in a job as assistant signalman at Bellevue relay repair shop. C. K. Russell has been working with Crow temporarily. They are working west of Frankfort testing relays. M. Guy's gang was at Kokomo.

New Relay Repair Shop

Bro. King invites you boys to come to Bellevue to inspect the new relay repair shop. It is a one story brick building 30 ft. wide by 60 ft. long. There are three divisions or rooms inside. One room is devoted entirely to relays and relay repairing equipment. The relay room is well lighted by windows and artificially by flourescent lights. There are three sturdy benches and new steel shelving for relays and relay repair parts. Other equipment includes a new bench drill press, tool grinder, hack saw, and lathe. This is all new and electrically operated.

The second room has a traveling chain hoist and space for packing, unpacking, and shipping. It houses also a modern washroom and toilet, and an automatic oil furnace for heating. This is housed in a separate small room by itself. There is also a large work bench in this second room. The third room is equipped for a blacksmith shop with power ventilation, large work benches, and an automatic fire door to separate it from the second room. The relay room has venetian blinds at all the windows.

Our annual Brotherhood Picnic is only three months off. Plan to be present. All necessary arrangements will be made so that all of you can be absent from your territories at that time.

EBENEZER JOHN.

C. B. & Q. signal gang. Standing left to right, L. A. Cunningham, C. J. Behringer, foreman, C. Wright, J. R. Babcock, W. Henson, J. E. Wright; Sitting, V. N. Nickels and M. G. Wiley. All are members of the B.R.S. of A.

C. B. & Q. No. 119

Lincoln, Nebr. Another well attended meeting was held at Lincoln, Nebr., on April 6, there being 25 present at the meeting and 27 at the school which was held in the afternoon, conducted by Mr. Giles, assisted by Mr. Gage. Nothing makes a meeting click better than having all present take an active part. That there was activity aplenty was evidenced by the way propositions were brought up and disposed of in progressive order. The business of the local out of the way, General Chairman Essman was called upon to give his system report.

Just before the meeting opened it was learned that J. B. Hilton of the National Carbon Company was in the hotel. He was invited to give a short talk. Mr. Hilton, until January 1, 1941, was a signalman on the Frisco and served Local 129 as correspondent for the *Signalman's Journal.*

F. A. Tegler, Jr., of Lodge 119 has accepted a position with the U. S. & S. Co. Since the last write-up, Ray N. Baker of the Okonite Company has passed away. Mr. Baker will be remembered by the members of Lodge 119 for his part in making the annual get-togethers of the lodges a success.

To date two brothers on the C. B. & Q. have answered the draft call. They are Brothers Stevens and Kunde. The last word from Bro. Helt was that he has fully recovered and is ready to resume his duties on the National Railroad Adjustment Board.

By the time this is read the Kansas City meeting will be over, but an optimistic prediction is that it will be the largest of those held in Kansas City and Fort Worth, and I am sure that Brothers Kelly, Benson and their henchmen, better known as the Board of Strategy of the Southwest Committee, are already mending the fences to hold a larger crowd at Fort Worth in the fall.

At present there are six gangs on the road, located at this writing as follows: Earl Bright at Sorento; Foley at Burlington; Nelson on the Creston Division; Cadman on the Aurora Division; Robinson at Galesburg. C. J. Behringer, foreman in the picture with this writeup, has since accepted a position in the general offices on the Lines West. Zebicheck is following the steel gang and Whitaker is at Alma, Nebr. Material has been ordered for two flashers at Lincoln and one at Malcom, Nebr. Also several motor driven signals will be replaced with Union color-light signals at Hall and Shephard Towers.

The next meeting will be held at Lincoln on June 1 and will be opened to A. L. Essman, assistant to the signal engineer, in response to a request to address us.

It is hoped that by the time this is read a break in the news regarding the long awaited decision of vacations with pay will have been made.

The Ladies' Auxiliary Relay No. 1 also held their meeting on April 6, at which ten were present. The morning meeting was a regular business meeting, while the afternoon was devoted to social activity. Now that the winter is over and the women do not have to stay home to keep the fires going, it is the wish of their president that more ladies attend.

11925.

Omaha Railway No. 168

A very good meeting was held in St. Paul and a lot of good business was passed upon. The next meeting is to be held in Eau Claire on June 8.

We took in another member, Clifford Christianson. When the crews go out, we expect to receive more members. Samson of Hudson attended the meeting, and he is coming in the first of May. When the crews are out on your territories, be sure to make an effort to contact the fellows who are not carrying cards. A new member just makes the whole organization that much stronger.

The report on the seniority roster was read and approved. Also the question of signalmen on the crew was brought up, and a very lengthy discussion took place. Bro. Korf is to contact the management again and present the proposal suggested by himself. When things such as this come up, everyone should be there so

they can say what they think of them. Otherwise when an important question comes up, you may be dissatisfied with the decision.

A picnic is coming up sometime in June, so when the next meeting is held this will be discussed further and plans made for the date and cost. It was suggested that each one put in a dollar and pay for the refreshments, etc. Of course, the wives are supposed to come. I am sure when the bunch gets together at Hudson for this event a good time will be had by all.

We have a lot of work coming up here and I understand that in the Eastern Division some poles are going to be set, so all in all it looks like a busy season. The more that are working the better it is, so bring on the work.

GERARD MOLINE.

Reading No. 53

Philadelphia Division. John Righter and J. Erb have joined with us. Your attitude to all those who have joined to support our organization and better conditions should be friendly and helpful.

Audit of books recently accomplished by the officers revealed a financial and membership standing better than it has been for a long time. Thanks are due to Grand Lodge Vice President L. Givan for his organizing work, and the efforts of our members.

Work on New York Branch

Signal changes on New York Branch during past month include a 3-light top unit and a 2-light lower unit, replacing a 2-position electric dwarf signal at north end CN tower, West Trenton. This change permits an indication of advance signals heretofore impossible with dwarf signals. Respacing of signals with elimination of some and a change from top post T2 mechanism to color-light at others between West Trenton and GH tower.

Regarding restoration of six work days for those at present not working full time: Our General Chairman reported at the April meeting an investigation of the matter was being conducted by our management.

Many of our members and others attended a meeting at Spring Garden St. to witness a movie of the UR interlocking installation at Elizabethport on the C. R. R. of N. J. Signal Engineer E. W. Reich conducted the meeting and answered questions on this type interlocking. He also delivered a very interesting discourse on signaling.

Our annual picnic was started by calling upon the same committee to serve, any volunteers for this activity are welcome as it requires plenty of work to make it the success it has been.

LES BRANYAN.

New Haven No. 34

New Haven Division

New Rochelle, N.Y. A regular monthly meeting was held at New Rochelle on Thursday, April 10. A reinstatement was received from William Bayliss who is signal foreman of the gang on the New York end.

The topic of selective service has been given some attention and any employee of the signal department who is drafted can feel assured that his job will be protected until his return. When a job is advertised for bid that was previously held by someone called to selective training in the U.S. army, it is advertised as a temporary position. It also states that the individual has been given a leave of absence for one year.

J. Killgalon, Jr., who held an assistant maintainer's position at SS62, Bridgeport, has been the first to receive the call for the U.S. army and his job has been advertised for bid temporary. There have been five other jobs advertised this month, all of them being helpers—two in the bonding gang at New Rochelle and two with headquarters at Hartford. The first three were advertised permanent, the last two received from Hartford of course were posted on the Grand Division.

William Bayliss and gang have been working around Bronx River drawbridge for the past few weeks installing new meter rails, stiles couplers, and rewiring them. There has been an increase in the freight traffic lately due to the defense program and the boys have been kept busy.

There are still a few non-members in circulation on the division and we would like to acquire their membership to show a better percentage than any other local on the New Haven System.

The boys in the construction gangs can look forward to some work at SS 14, Pelham Bay, soon. They intend to put the middle drawbridge in service and cut out the one they are now using. There are outside contractors now driving steel piles for the trestle work on east and west end of drawbridge. There is to be a new track layout on this change so that trains on track 6 going eastbound will not interfere with trains going from track 3 to 5 westbound.

Our next meeting will be on Thursday, May 8, at New Rochelle.

Rock Island No. 40

Chicago Terminal. On Thursday evening, April 17, Local 40 held its regular meeting at the lodge hall in Blue Island, Ill. Highlights of the meeting were: A general discussion regarding the working conditions which should be afforded the testman here on the terminal. An understanding is trying to be reached regarding payment of time and one-half for seventh day duty when a man is shifted from one territory to another. A short discussion was also held on the procedure which the local should follow in protecting the rights of the men who leave the service to take their training under the Selective Service Act.

The meeting was indeed an interesting one. Our younger men are 100 per cent organized. The non-members are among the older men. It is your dues and mine that help better their conditions as well as our own, so let's talk it over with them and perhaps we can look forward to a time when we here on the terminal will be 100 per cent.

The terminal gang is busy installing new steel cases to replace the old wooden cases near the tower at 45th St. Bob Doyle returned to the gang last week after being off several months recovering from an accident.

Our May meeting will fall on the 15th and will be held at the hall in Blue Island. We are planning a big meeting in June and want everyone to come. The place is not fixed as yet. Some favor a Sunday meeting in Chicago, others want one held in the Tri-Cities, and some at Bureau.

DON R. SCHULTE.

St. Louis Terminal No. 132

The St. Louis lodge has been having well attended meetings with plenty of interest and argument. Chairman Hayes relishes grievances and is certainly getting his share. More power to Jim. Now that he has been awarded track circuit and battery job at Perry Tower, he will be right among us.

E. E. Owens has been awarded 2nd shift Valley Jct. Chas. Dorlac has been awarded 2nd shift Perry Tower, and Jas. Culhane a job in the electrical gang.

Bro. Wulff who has been retired quite a while says he is really enjoying life and looks it. He sends best wishes to the boys. Leo Hayes has left the service and expects a call from Uncle pronto, so why not a little vacation prior?

We extend our sympathy in the bereavement of two of our brothers. O. B. Klees buried his father and O. S. Lutz mourns his mother's death.

Glen Perkins, one of the signalmen of the Pennsylvania who helped during the installation of Perry Tower, has been given a permanent position. The high team in the Trek bowling league was up in St. Paul for the A. B. C. tournament, being sponsored by the St. Louis Terminal Railroad Association. The signalmen were represented by Chief Mohawk and Ed Schmidt.

Remember the fourth Wednesday and be on hand.

13242.

E. J. & E. No. 97

Joliet, Ill. During the past few weeks there have been quite a few changes made. The signalman's vacancy in Nils' gang has been filled by yours truly, and three helpers were called back and placed in Nils' gang. So this is the line-up on the East End: Edson and Dieter, signalmen, Dick Versaloti and Nicolai are the helpers, and of course Papa Nils is foreman.

The assistant maintainer's job at Griffith has been assigned to Ed Gawenda. Gang No. 1 is busy completing the gate jobs at 5th and 15th. Down in Joliet the boys are busy taking care of all the new material coming in. On the West End, Bill and his gang are in North Chicago moving a flasher.

Don't forget the meetings at the new place and also the second quarter buttons.

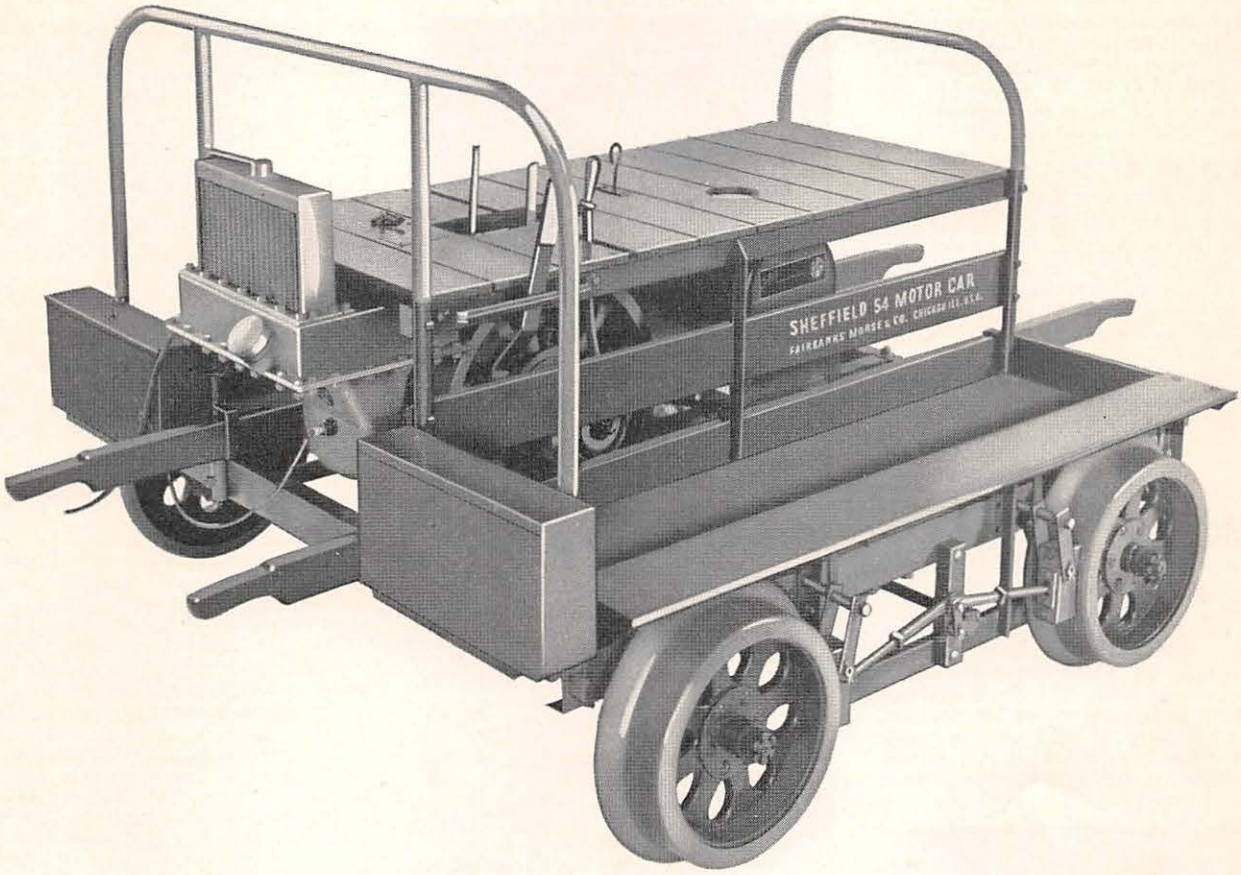
HOWARD DIETER.

Union Pacific No. 8

Colorado Division. The bonding gang is still on and at present are at Hugo with G. D. Paris and C. M. Faltz. Assistant Signal Supervisor O. J. Merrell is in the Mercy Hospital with rheumatism. We all wish him a speedy recovery. He is being relieved by E. R. Sagen, and W. M. Underwood is relieving Bro. Sagen. Vic Asnicar is now in Omaha in the relay repair shop.

We had a little excitement on April 12 in the form of a cyclone at Sharon Springs, Kans., which did some damage to the pole line. This was repaired by Maintainers P. J. Mantey, F. W. Roberts, A. W. McLean, and G. D. Paris, who worked all night Saturday and all day Sunday.

We have had two new members join up—C. G. Christian and T. T. Oyler. That leaves only two more to join up



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to make the gang men 100 per cent. So let's not quit until we get them in.

Don't forget the meeting on May 18 at the Oxford Hotel, 10 a.m., in Denver, Colo. G. D. PARIS.

D. & R. G. W. No. 24

The maintainers have been changing jobs so fast that it is hard to keep track of them, but as things stand now we find L. C. Rick, who was the successful bidder on the relay job at Grand Junction, hard at work; Ed Fisher left his old job at Soldier Summit to take Rick's old job at Lehi. Then Ken Williams left Tennessee Pass for Soldier Summit, which now leaves Tennessee Pass up for bid. Ed Maddox was the successful bidder for the assistant maintainer job at Pueblo.

To Start on C. T. C. Work

Gang No. 1 is either on the steel relay or installing crossing flashers. Gang No. 2 is somewhere around Plain View, Colo., still on the clean-up work on the Moffat. Gang No. 3 is somewhere around Salt Lake City. They still have a few crossing flashers to install around there. Gang No. 4 was created at Glenwood Springs with B. C. Wicen as foreman. This gang is working on the C.T.C. program for this coming year.

This new installation is to extend from Midwest to Tunnel, which will

J. C. Bogus, recently elected general chairman, D. & R. G. W.

consist of four power switches and rearrangement of a few signals. There will be an 8 ft. x 10 ft. bungalow placed at each end of stations at Cameo and Tunnel. After the completion of that job they will work on the C.T.C. here at Glenwood Springs. We have gang No. 5 up for bid at this time. This gang is for line work, so all the boys who like line work have a chance for a job. I hear they have a tough pole line to build over the mountains.

New Members Coming In

We have several new members in the past month, which we are glad to have and also glad the boys appreciate the benefits of our union. At present we have as new members Bert Dennison, J. R. Rodus, D. D. Lucas, A. R. Williams, Charles Smith, John Langsfeld, and probably a few more that I haven't heard of as some of the foremen and

B. C. Eaton, former general chairman, D. & R. G. W., who has been appointed assistant supervisor.

men on the gangs mentioned some of the other boys who were going to join. We commend these men on their good work and hope we have several more members in the future.

New General Chairman

J. C. Bogus has been elected general chairman of the Denver & Rio Grande Western Railroad succeeding B. C. Eaton. His first railroad signal experience was in 1917 with the C. & N. W. R. R. as lampman. He was promoted to batteryman and then signal maintainer. He later was employed by the General Railway Signal Company as signalman and signal foreman on construction work. He entered service with the Rio Grande in 1928 as signalman and for a temporary period was signal foreman. At present he is signal maintainer in C.T.C. territory located in Provo, Utah.

Bro. Bogus is a charter member of D. & R. G. W. Local 24 and has been active in organization work. He has served as trustee and had been elected chief signalman for the 4th straight term at the time of his election as general chairman. Bro. Bogus was delegate from Local 24 at the 1938 convention held in Toronto, Canada.

B. C. Eaton was born May 15, 1908, at Ripley, Okla. After attending grade and high schools at Skedee, Okla., he went to work for the Santa Fe on March 1, 1926, on the Oklahoma and Southern Kansas Division. From February 1927 until November 1929 he worked as signalman and signal foreman on the Los Angeles and Salt Lake Division of the Union Pacific. He has been with the D. & R. G. W. since November 1929. He joined the B. R. S. of A. in June 1927 and has been a member continuously since that time. Until his recent appointment as assistant signal supervisor with headquarters at Grand Junction, Colo., he had served as general chairman for three years. He was delegate to the convention held at Denver last year and among other activities assisted in handling entertainment affairs for the delegates.

N. Y. C. Lines West No. 42

Michigan Central

Detroit, Mich. We will be seeing you members at our meeting of May 20, we hope. Our local is a very democratic organization and as such must have considerable interest shown by its members in order that the various problems which are coming before us receive more complete discussion and greater representative vote.

It is each and everyone's business and responsibility to take part in these meetings. We should have better representation from the West Bound Hump, West Detroit, and Bay City Junction.

Behind With Signal Work

The last ten years have been hectic ones, with the future prospects different but no better. We started out wondering if any of us would have a job, just one merry go round of lay-offs one after the other, decrease of men and increase of work. No overhauls of interlockers in years, no men in training, and what have we now? The business pick-up that we all had been hoping for came along and growing. We now have plants badly in need of repair and considerable construction work to do.

The gangs today are all bulletined in boarding cars. The boarding cars have not had a cook in years and the construction gangs today are being shunned by the boys who can hold maintenance positions, even though they would prefer gang work. We surely hope that some of these conditions will clear up pretty soon.

Conscription has not collected any of the boys of this local as yet, but after all most of the members who are affected by this act come just under the age limit and have for long had dependents.

4289A.

N. Y. C. Lines East No. 36

Buffalo Division. Local 36 held its last meeting April 6 at Garry's Hall, Transit and Ellicott Road, Depew, N.Y.

W. J. Bryan is now at his home convalescing from an operation which he underwent last month. Frank Stephan has returned to work after being injured a few weeks ago. Sid Strang has returned to work after spending a very enjoyable time in the South.

G. V. Smith has been assigned as helper at Buffalo Creek to take J. J. Carroll's place, who bid in construction. G. W. Kuhn has been assigned as a helper in the electrical gang. M. A. Vallee, maintainer at 49A has also bid in construction and W. J. Everett has been assigned to 49A. Dan Gainey has been assigned afternoon maintainer at Gardenville Hump. F. E. Sheffler was assigned the temporary job at Gardenville Hump.

Our local chairman, W. E. Moody, had some very important matters to discuss. Some of the members miss the fraternal spirit, the good will, and a chance to voice their views on many important issues when they stay away from meetings. We hope to see all members present at our meetings which are held the first Monday of each month at Garry's Hall, Depew, N.Y.

A. J. P.

G. T. W. No. 14

Chicago Division. The question has arisen as to how many crossing flagmen and plant levermen a man can supervise before he ceases to be a maintainer of signal equipment and becomes a personnel director. One territory permits the maintainer to practically forget about the job after quitting time, while another is such that the helper is the only one of

the pair with an eight hour day, the maintainer pushing a pencil until late in the night. All for the same money as the man on the light territory. The stock comeback on the part of the powers that be is to the effect that the man can always bid on to a lighter job! Which doesn't change the picture a bit.

Best Department on Best Road

The next man has the same wrestle, etc. If there was a gage or meter of some sort to measure human beings to classify them, or if the management would just look about them for one moment with the pure intention of taking stock, they would find in this department an exceptionally patient and loyal bunch of men whose first and last thought is the welfare of the outfit they work for, as evidenced by the many off-the-record things they do to keep things running smoothly. The men have a distinct sense of pride in keeping up what they regard as the best department on the railroad, the best railroad.

There is an intangible something that goes by the appellation of "a give and take system" that has given a rich and pleasant flavor to all our man-to-management relationships. The keeping of the faith in such a matter entails the exercise of much more care than the observance of the written rule. So far the "intangible something" has made for a closer relationship between the two sides, and it has been a fine thing. Stuff like that is what railroads are made of.

The newest thing in sight is a set of flashers at the first crossing east of the Hasslett Depot on Grider's territory.

SILENT HUGHES.

Pennsylvania No. 25

New York Division. Our April meeting turned out very good with a good attendance. We were glad to see Louie Hellmer whom we had not seen in a long time. Local Chairman Dave McQuade brought up an interesting item regarding grievances. When you have a grievance, don't forget you must put it down in writing and get it to Dave McQuade. In this way it avoids any conflicting stories. We have had members send in verbal grievances by some other member and the ones who sent in the grievances backed down or changed their stories somewhat, which put the messenger member on the spot.

Another item to watch out for, grievances are not handled for non-members. Another good thing to remember is a provision of our constitution, page 41, Sec. 173a: A member failing or refusing to pay his dues quarterly in advance is not in good standing after the expiration of the first two calendar months from the beginning of the quarter for which the dues are payable.

Fred Schmidt got to our last meeting. He is only able to walk slowly and with a cane and looks as though he will be off duty some time. We also had with us Frank Mashek, vice chairman of our system committee. He brought some interesting news along, regarding what he had been doing before the management for the telephone members. The telephone members should get their non-members lined up. They would then have their problems adjusted. The B. R. S. of A. is the right organization to do it for them.

We welcome back to our local C. C. Logan, our good blacksmith. Dick Browne has been promoted to assistant foreman in place of Fred Schmidt who is injured. Denny Hork from Dock Tower says that $25.00 came in very use-

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ful. Grove Landers' test gang is testing and phasing out everything at SC and WR towers. Journal Square Joe Lang is in this test gang.

Some new maintenance jobs have been put on the 2nd and 3rd tricks at Hackensack Drawbridge, the 2nd trick at GY tower and 2nd trick at the Bay Drawbridge. Some of them up to the present have not been advertised, probably only temporarily. We like to know that a maintainer is on the job—that means better and more inspections, less detentions to trains and loads, and more safety.

Ernie Mayer, assistant foreman, has a gang on nights in the Pennsylvania Station, N. Y. Ernie, you know, has done nice work as correspondent for 102. He told me he has been very busy, the reason he has not sent any news in for 102 the past two months.

JIM BUCKLEY.

Milwaukee No. 61

Milwaukee, Wis. Brothers Lundberg and Heckler have been helping Bro. Fowler at LaCrescent. The B. & B. department put on some "gape bars" and it caused the signal department to make some changes in our apparatus.

The way the bulletins keep coming out for signalmen, there is going to be a shortage of men. They will have to have lady crews. Then some of us maintainers can furnish some help. What are the men who are not members thinking about, to get their pay checks from month to month and keep every cent of it as though their rate was establised without any cost to us? About six cents a day pays our dues. Are they so selfish that they ask others to pay their way?

Mc.

Missouri Pacific No. 72

Omaha Division—W. D. Carpenter, reporter. With the greatest of pleasure and delight I inform you that the Omaha Division now has the best and most up-to-date bunk cars on the Missouri Pacific system. We have every convenience suitable to our needs. I move that a vote of thanks be extended to the man responsible, our supervisor, W. N. Barnes.

System gang No. 1 has completed its job on the Louisana Division and is, at this writing, installing slide detector fences on the Missouri Division just south of St. Louis. R. L. Sheppard has been peacefully reclining the past few weeks in our hospital here in St. Louis with a chipped knee cap, the result of stepping on loose coal while setting off a motor car. He expects to be back to work by May 1. L. D. Adams was also a patient for a few days in March. His trouble was diagnosed as pickandshovelitis.

Fritz Schwartz spent a few days in April fishing and vacationing (mostly the latter) at Reelfoot Lake, Tenn. John Coshow is one of Uncle Sam's brownies at Camp Robinson. Bro. Grayson has recovered much sooner than expected from injuries received in a motor car accident and expects to go back to work soon.

We still have quite a few new men not carrying cards, brothers, as well as a few scattered old ones. When I think of a non-member, I always think of Winchell's description of a chiseler: "A guy who goes through a revolving door on another guy's push."

R. J. DOHERTY.

Texas Lines. There have been lots of changes in signalmen's positions lately. U. C. Waigand, signal maintainer, has been inducted in the good old U.S. Army. He was granted leave from his regular assigned territory with headquarters at Bay City, Tex.

Adam Rider has been assigned to temporary position as signal maintainer at Bay City. Uncle Sam is about to take another one of our signalmen—J. R. Peters now working in Joe Spinner's gang.

Joy Kirkpatrick, assistant signal maintainer at Austin, Tex., has been examined for his qualifications as a signal maintainer and passed in fine glory. The examination was given by Signal Inspector F. W. Partridge of Houston and Harry Deihl of Palestine, accompanied by Local Chairman J. H. Nall of Palestine. R. B. Branham is now filling the vacancy at DeQuincy, La., on account of Adam Rider taking over Bay City Territory.

We are all glad that John Marsh is back with us again and in good shape. He was off from work about three weeks account of a minor operation due to motor car accident several years ago.

We have plenty of construction work going on now and our construction gangs have been more than doubled, resulting in a number of promotions to the men in the gangs.

Beaumont Interlocker Completed

Signal Construction Foremen A. O. Debruhl and P. H. Peters, Signalman Sidney White, Assistant Signalmen C. E. Goodson and Obie Edge, Signal Helpers H. P. Gottschling, R. M. George, H. R. Hays have just completed the remodeling of Interlocker No. 74 at Beaumont, Tex., from the ground up. This interlocker was cut over and put in service in record breaking time on April 7. Outside of a few small adjustments the installation was perfect.

H. L. Robertson was the circuit designer, G. N. Hawley the draftsman. F. W. Partridge, singal inspector, handled locking changes. Pat Peters and A. O. Debruhl did the bulk of the wiring. E. J. Sheeren, assistant engineer of signals, was on the location when cut in and passed out some very nice compliments to the men for the splendid work performed by all from the circuit designer to the helpers.

G. J. HEIDEMAN.

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Southern Pacific No. 126

Tucson Division. At the general municipal election on April 1, J. O. Niemann, of Lodge 126, was re-elected member of the Tucson, Ariz., council on the Democratic ticket.

Bro. Niemann was nominated by the Democratic party in the primary election on March 4, receiving 426 votes to 341 for his opponent. The *Arizona Daily Star* in reporting this election said, "His victory was not as impressive as in 1939," when he won 571 to 278. But the paper added that this represented an improvement over his 1935 margin, when the vote was 372 to 315. Niemann was unopposed in 1937.

An article in the February 27, 1941 issue of the *Arizona Daily Star* states, "Experience in municipal affairs and the excellent financial standing of the City of Tucson comprise the two principal planks in the platform of J. O. Niemann. . . . The financial status of the city, for which Niemann can claim a fair share of responsibility, virtually speaks for itself."

J. O. Niemann, of Lodge 126, for the fifth time elected Tucson councilman.

Tucson has six councilmen and a mayor, three members being elected each year for two-year terms. The population of Tucson and its environs is more than 60,000, of which 37,000 live within city limits.

Formerly with U. S. & S. Co.

Bro. Niemann is a leading signalman in the Southern Pacific signal shop at Tucson. He came to the S. P. following ten years experience on relay and other instrument work in the factory of the Union Switch & Signal Company at Swissvale, Penn.

A charter member of Lodge 126, Bro. Niemann has been active in B. R. S. of A. affairs since 1919. He served as local chairman for 10 years and has also held offices of recording secretary and financial secretary. He has been delegate to conventions held in Cincinnati, two at Chicago, New York, and Toronto.

Bro. Niemann became interested in government affairs in 1928, when he was elected precinct committee member for the county. Later he was delegate to state Democratic conventions. He was first elected councilman in 1933 with a mayor and two other councilmen, all Democrats. Called "The Four Horsemen," this group was elected for three successive terms. The mayor and Niemann are the only ones of this group still holding city offices and each has been elected five times.

Grand Vice President D. W. Helt, who was in Tucson for a rest, watched the primary and general elections with great interest. In statements to the newspapers Bro. Helt praised Bro. Niemann highly as a loyal B. R. S. of A. officer, a competent signalman and able city official.

Bro. Helt was in Tucson about two months. He recently returned to Chicago in fine health. When he left here he was so tanned that he could not be distinguished from a native Arizonan. We regretted to see him leave so soon and hope that he finds the benefits he received from our climate are lasting.

Frisco No. 129

The next meeting will be held May 18 in Tulsa, Okla., at 10 a.m. A good turnout is expected. There seems to be a considerable pick up in construction work on system with increased signal department forces, and plenty of work coming on, which should mean an increase in membership to Local 129.

R. G. LAMBERT.

Baltimore & Ohio No. 94

Western Lines. The meeting at Chicago was well attended. Almost every division was represented. Grand Lodge was represented by Grand President A. E. Lyon, Assistant to Grand President Jesse Clark and E. A. Moore of the *Signalman's Journal.*

Bro. Lyon gave a talk on vacations with pay movement and left for Washington that day to attend conferences on this subject. Bro. Clark was introduced and gave a brief talk. Bro. Moore gave a talk on other railroads and government wanting skilled labor and made suggestions concerning contributions.

Urge Wage Increase Be Secured for Railroad Signalmen

The meeting adopted a resolution urging that Grand Lodge take whatever steps are necessary to secure an increase in wages. The resolution pointed out that workers in other industries have received wage increases, and railroad men are entitled to the same consideration.

The resolution stated "Railroad employees, particularly those in the mechanical groups have been and are trailing far behind in wage rates for mechanics in comparative groups engaged in outside industries."

Further, the resolution proposed that the B. R. S. of A. initiate and support "a national movement for the express purpose of devising ways and means for increasing the earnings of the employees engaged in the railroad industry and in particular those represented by the Brotherhood of Railroad Signalmen of America."

The next meeting will be held at Columbus, Ohio, at Chittenden Hotel, on the 2nd Sunday of July.

St. Louis East End. A gang of 10 men has been established on the Louisville Branch at X tower due to changes being made account the Pennsylvania Railroad putting in a switch.

Brothers Cobel and Work have covered the Newark Division with good results. J. A. Umbaugh reported that the Chicago Division is almost 100 per cent and expects to have it so in the very near future. The flasher job at Speedway, Ind., is going very slowly due to lack of material.

D. L. M.

Signalmen Take Pride In *Neat* CASE WIRING

THE Type No. 2506 terminal strip is an aid to signalmen in wiring cases and terminal boards. Convenience of installation is one feature, and neat, even rows of terminals are assured. Terminals are moulded in a bakelite base on one inch centers. With a hole drilled in each terminal section, the terminals can be mounted in any size group desired. The base can be cut easily between terminals.

• *The WRRS Co. catalogue is a complete directory of signal tools and equipment. Refer to it when in need of supplies.*

WESTERN RAILROAD SUPPLY CO.

General Offices and Factory

2330-2360 S. Ashland Ave. CHICAGO, ILLINOIS

Erie Railroad No. 145

Susquehanna & Delaware Division. The filling of three vacancies has been most welcome to the furloughed men but the outlook for this department at present isn't very bright. There are rumors of a few changes to be made but they will be of no benefit to our men. Instead of being construction jobs they will be destruction jobs as far as we are concerned.

With all the business that is going on right now, one would think somebody could create an extra signalman's job some place along the pike. We have the promise of improvements to our camp cars. I hope they don't forget it.

I have a letter from E. F. Cappucie expressing thanks for the assistance given him during his recent illness.

T. E. D.

N. Y. Rapid Transit No. 113

Brooklyn, N.Y. Bro. Al Berni has been promoted to the position of assistant signal supervisor. This is a well earned promotion. Bro. Berni has been one of our committeemen and was always active in the interest of the Brotherhood. While we hate to lose him on the committee, we all are glad for his good fortune and hope for his continued success.

J. O. REICHEL.

Erie Remote Control

(Continued from page 163)

bell. On the approach of a train the AR drops, giving NB simultaneously to the coils of the AXR and to the bell. The AXR picks up, cutting NB off the bell, which has given a warning.

A new model board was installed at HX. The diagram now includes the 2 plants. It is an all-steel board, constructed in the Erie signal shop at Meadville, Pa., with illuminated track diagrams and traffic lights. Also mounted on the board are the time releases and ammeter.

Directly over the signal levers are mounted indicating lights, giving an indication when signals have cleared. These lights receive energy from a GKR (signal indication relay). This relay is controlled from the NGP relays of the respective home signal at HB.

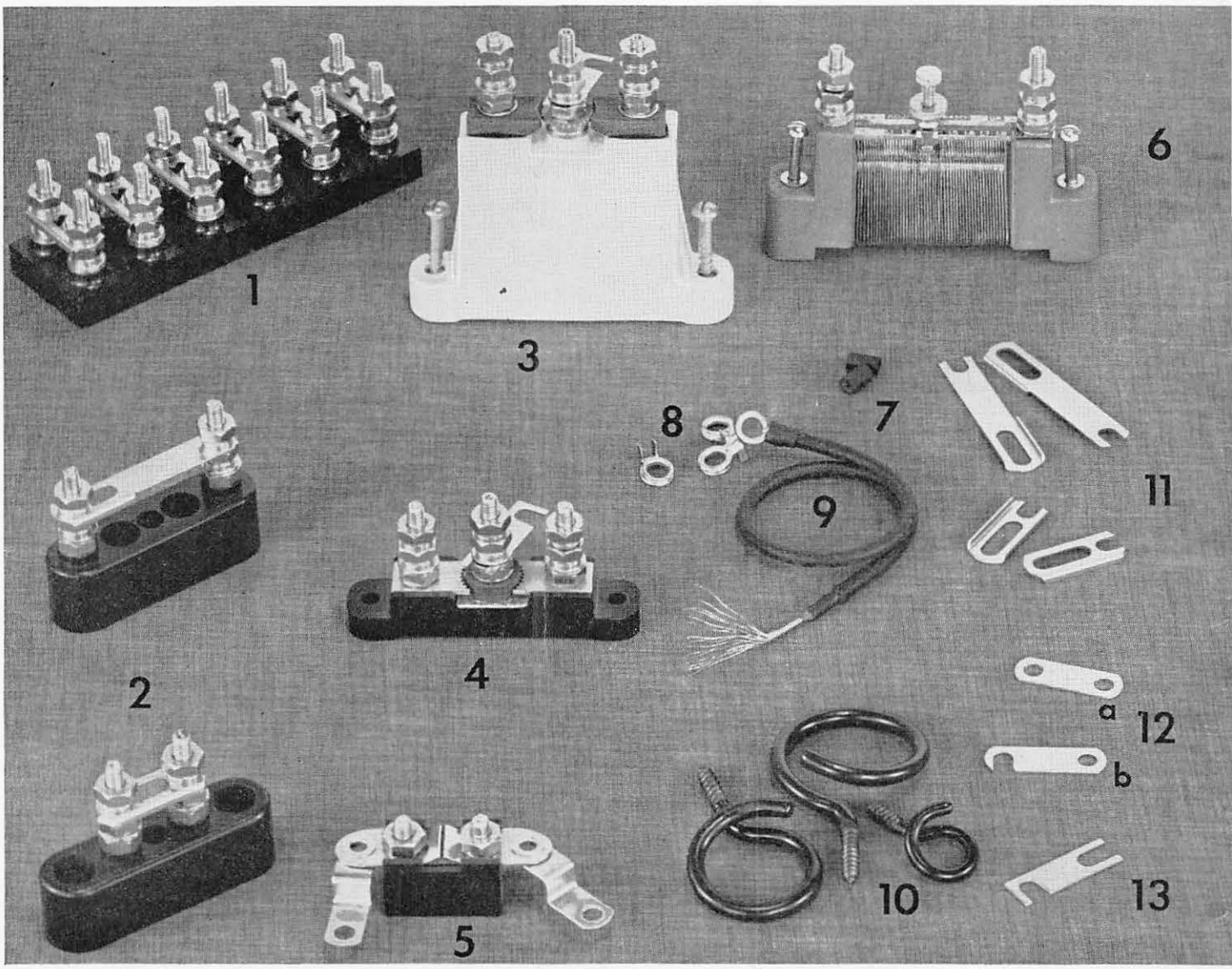
The installation was in charge of Signal Supervisor J. H. Storms. The work of the construction gang was directed by Foreman Frank Holtham and Assistant Foreman George Brindley. The following signalmen made up the gang: C. Mone, A. Crawford, E. Thorne, W. Cristello, J. Cross, W. Pimblott, A. Schaiffino, L. Goetschins, C. Whitestone, J. Hartenvelt, J. Mewhinney, S. Rosenberg, E. Parsloe, R. Storms, G. Schilling, G. Pohlman, and O. Gogler.

The new interlocking comes under the direction of Foreman of Maintainers A. E. Young with the maintenance force consisting of Leading Maintainer J. Hanley, Maintainer H. Parker, and Helper G. Bauers.

All the above mentioned signalmen and maintainers are members of Silk City Lodge 45 of the B. R. S. of A. located at Paterson, N. J. Pictures for this article were taken by A. Eyeberg, signal maintainer at OS Tower, Jersey City.

FOR INSTRUMENT CASE SPECIFY

1. **BAKELITE MULTIPLE-TERMINAL BLOCK**
   2, 3, 4 or 6 way. Complete as shown or without connectors.
2. **BAKELITE TERMINAL BLOCKS**
   Complete as shown or without connectors. 1″ or 2⅜″ binding post centers.
3. **LIGHTNING ARRESTER (WITH CHOKE COIL)**
   With carbon line plate, O-30 V A-c. or D-c. or with carborundum line plate, 30-150 V D-c. and 30-220 V A-c.
4. **LIGHTNING ARRESTER**
   With carbon ground plate, O-30 V A-c. or D-c. or with carborundum ground plate, 30-150 V D-c. and 30-220 V A-c.
5. **SHUNT GAP LIGHTNING ARRESTER**
   Provided with carborundum shunt plate. For use on Type K and 9E relays.
6. **TYPE T ADJUSTABLE RESISTOR**
   Complete as shown. Capacity 20 watts continuous. Resistances available with maximum values of 1.5 to 105 ohms. (Specify resistance required.)
7. **PARANITE BRAID PROTECTORS**
   $\frac{7}{16}$″ long, $\frac{3}{16}$″ or ¼″ inside diameter.
8. **EYELETS**
   Copper bright electro tinned. For ¼″ and $\frac{5}{16}$″ terminal posts and No. 14 wire. (Sizes available for other size wire.)



Whether for new work or rewiring, order and assure yourself of an adequate supply supplies. Give number F117, name, figure number, and any other

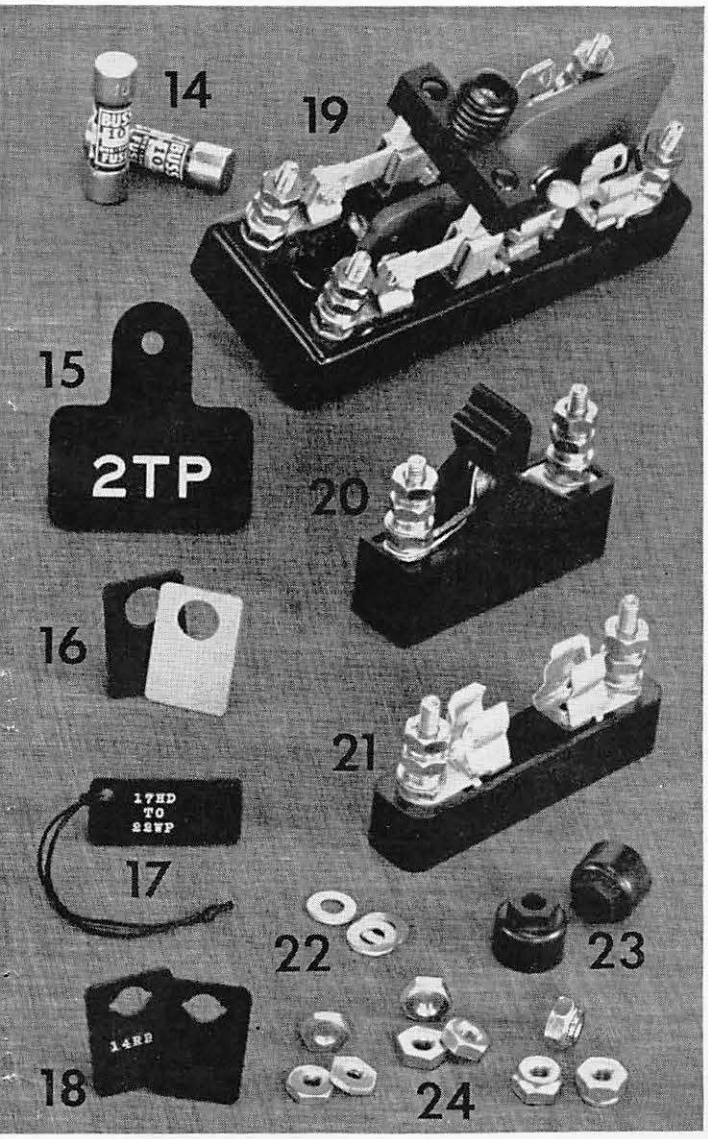
AND TOWER WIRING

G-R-S SUPPLIES

9. A.A.R SIGNAL WIRE
No. 14 single conductor, 19 strands, $\frac{7}{32}$" outside diameter. Class AO 30% Hevea rubber covered, single cotton braid, flame retardant, moisture resisting finish.

10. BLUE ENAMELED BRIDLE RINGS
$\frac{5}{8}$", 1¼", 1⅝", and 3" diameter eyes.

11. TERMINAL BLOCK CONNECTORS
Cold rolled copper, with or without white nickel finish. 1" or 2⅜" binding post centers.



12. TERMINAL CONNECTORS
Cold rolled copper, $\frac{11}{64}$" dia. holes, with or without white nickel finish.
a. ⅝", 1", 1⅛", 1 $\frac{9}{16}$", 2", 2⅜", 2½", 3¾", 4⅜", or 5" binding post centers.
b. 1⅛" binding post centers.

13. LIGHTNING ARRESTER CONNECTOR
Cold rolled copper, with or without white nickel finish. $\frac{9}{32}$" slots, $\frac{15}{16}$" binding post centers.

14. CARTRIDGE FUSES
(May be used in fused switch and fuse block shown) 1, 2, 3, 4, 5, 6, 8, 10, 12, 15, 20, 25, or 30A., 250 V A-c. or D-c.

15. RELAY TAG
Black vulcanized fibre with black insulating lacquer finish.*

16. TERMINAL POST TAGS
Black vulcanized fibre with black insulating lacquer finish or white vulcanized fibre with clear lacquer finish, ½" dia. hole.*

17. LOOP TAG
Black vulcanized fibre with black insulating lacquer finish and 3½" loop of impregnated flax linen twine.*

18. WIRE TAGS
Black vulcanized fibre with black insulating lacquer finish. Hole slotted to pass over eyelet.*

*Tags may be machine stamped and painted per your list if desired.

19. D.P.S.T. FUSED SWITCH
Complete as shown with A.A.R. binding posts. 125 V, 30 Amp A-c. or D-c.

20. SINGLE POLE TEST (KNIFE) SWITCH
Complete as shown, with or without return spring.

21. BAKELITE FUSE BLOCK
Complete as shown.

22. TERMINAL WASHERS
A.A.R. standard form cold rolled copper, with or without white nickel finish.

23. TERMINAL POST INSULATING NUTS
Bakelite with imbedded threaded brass nut (No. 14-24 threads).

24. HEX TERMINAL NUTS
Bright dip or white nickel finish, No. 14-24 threads; ⅛", $\frac{3}{16}$", or $\frac{5}{16}$" (A.A.R. standard) thick.

GRS

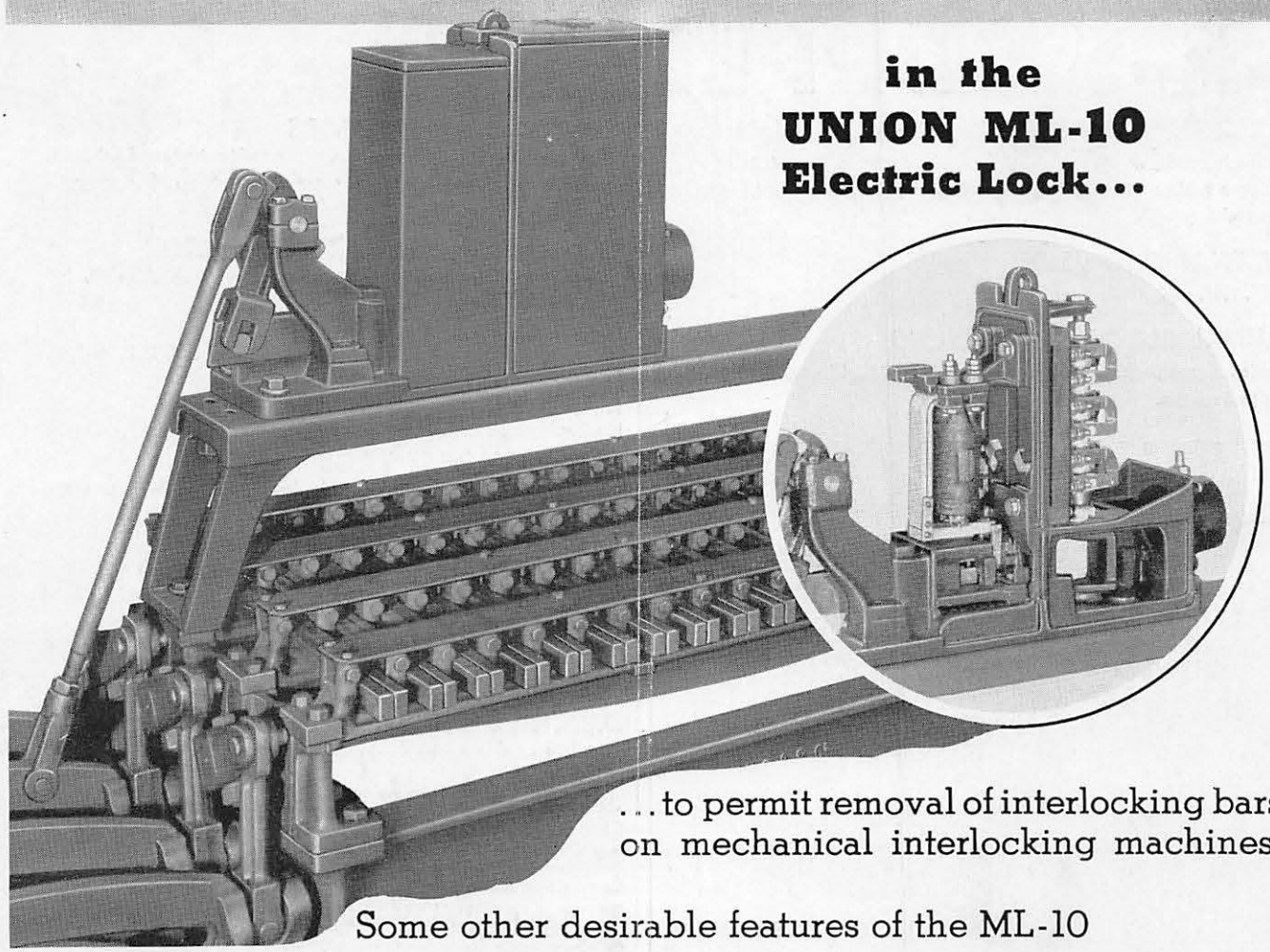
now from this ad of the latest in wiring essential information.

GENERAL
RAILWAY SIGNAL COMPANY
801 WEST AVE., ROCHESTER, N. Y., U. S. A.

A-1671

AMPLE CLEARANCES ARE PROVIDED

in the
UNION ML-10
Electric Lock...



...to permit removal of interlocking bars on mechanical interlocking machines.

Some other desirable features of the ML-10 Electric Lock are:

1. Lock may be mounted above or below the locking bed.
2. The lock provides for locking the machine lever latch in any or all of its four positions.
3. A circuit controller is available in units of six or twelve contact capacity, adjustable to any position. A lift of 3/16-in. of the lever latch operates the contacts. Any one of the contacts is adjustable to operate as a latch contact.
4. The adjustable operating crank adjusts stroke of the latch bar to the stroke of the locker link.
5. The locking dog is mechanically forced to locking engagement at each locking position.
6. An independent armature operated contact, to indicate full lock position, is optional.
7. An emergency sealed mechanical release is optional.
8. Conforms to A.A.R. Requirements.
9. Supporting frames to span 4 and 8 lever machine sections are available, as well as supports for individual locations of locks on machines where a continuous frame across the locking bed is not justified.

1784

UNION SWITCH & SIGNAL COMPANY
SWISSVALE, PENNA.

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